

City of Flagstaff **Active Transportation Master Plan**

Regional Transportation Plan

Public survey results for walking and biking

January 2018



Introduction

This report summarizes results regarding walking and biking from four public surveys conducted in conjunction with the Blueprint 2040 Regional Transportation Plan (RTP):

- Transportation values survey
- Future transportation spending survey
- Transportation project priorities survey
- Have your say survey

The RTP is a regional transportation plan developed by the Flagstaff Metropolitan Planning Organization (FMPO) in conjunction with its member agencies – the City of Flagstaff, Coconino County, the Arizona Department of Transportation, and the Northern Arizona Intergovernmental Public Transportation Authority.

The RTP, which is intended to implement the goals of the [Flagstaff Regional Plan 2030: Place Matters](#), recommends a variety of transportation investments to be made over the next 20 years, including an expanded road network and increased levels of service for transit, pedestrian and bicycle systems.

The complete RTP document can be downloaded from this link:
<http://www.flagstaff.az.gov/DocumentCenter/View/50022>

Four public surveys were conducted during preparation of the RTP between December 2015 and April 2017. All of the surveys were hosted on the [Flagstaff Community Forum](#) on the City of Flagstaff webpage. The level of response to the surveys varied, from a high of 460 responses to a low of 125.

This report does not include all of the results of the surveys, only those relative to walking and biking.

As part of the survey responses, more than 900 comments were submitted for the four surveys. All of these comments are reproduced in Appendices A through D at the end of this document, beginning on page 19.

In general, survey responses indicate a strong interest in and high level of support for investment in walking, biking, and transit infrastructure. Of the more than 900 comments submitted, 42 percent expressed support for pedestrian, bicycle, and transit infrastructure.

Information about walking and biking from these surveys provides additional insight and background from the community for the City's [Active Transportation Master Plan](#), which will function as a detailed guide to enhance walking, biking, and FUTS trails in Flagstaff.

Contents/navigation

Survey results

- 3 [1 Transportation values survey](#)
- 6 [2 Future transportation spending survey](#)
- 16 [3 Transportation project priorities survey](#)
- 18 [4 Have your say survey](#)

Appendices

[Appendix A: Transportation values survey comments](#)

- 19 [Other thoughts or concerns](#)

[Appendix B: Future transportation spending survey comments](#)

- 31 [Comments about widening roads](#)
- 42 [Comments about building bypasses](#)
- 50 [Comments about Milton Rd/Route 66 curve](#)
- 64 [Final comments](#)

[Appendix C: Transportation project priorities survey comments](#)

- 79 [Final comments](#)

[Appendix D: Have your say survey comments](#)

- 83 [Comments about the plan](#)
- 87 [Comments about the program](#)

1 Transportation values survey

The transportation values survey was the first public survey conducted in conjunction with the FMPO process to update the Regional Transportation Plan.

In general, respondents were asked to indicate which transportation values are most important to them when considering the community's future transportation system (roads, walking, biking, transit).

This survey was open between December 2015 and March 2016, and collected 460 responses.

Transportation objectives

The first section asked respondents to place a series of objectives in priority order according to their importance. Average priority rankings over the 460 responses are listed below for two questions relative to walking and biking.

What are the most important objectives to consider when moving people?

- | | |
|---|---|
| 1 | Well-maintained roads, sidewalks, and trails |
| 2 | Provide healthy, active transportation choices |
| 3 | Reduce reliance on the automobile |
| 4 | Reduce accidents |
| 5 | Reduce travel time |
| 6 | Use technology to get the most from existing infrastructure |
| 7 | Implement improvements as soon as possible |

What are the most important objectives to consider when strengthening neighborhoods?

- | | |
|---|---|
| 1 | Complete Streets that are comfortable for bicycles and peds |
| 2 | Provide better connections to schools, parks, and nature |
| 3 | Improve traveler safety |
| 4 | Minimize neighborhood cut through traffic |
| 5 | Connect workers with jobs |
| 6 | Address aesthetics in project design |

Transportation values

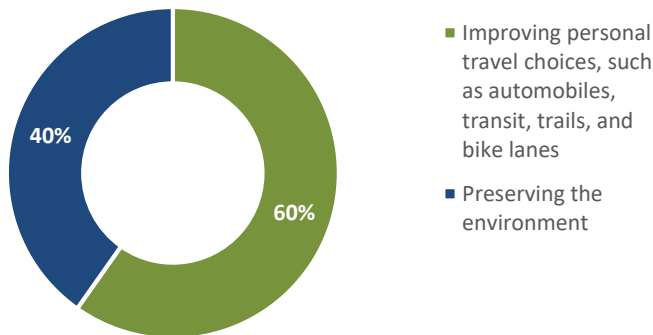
For the second section, respondents were asked a series of questions that required them to choose between two competing values.

Three of the comparisons included “Improving personal travel choices, such as automobiles, transit, trails, and bike lanes.” In all three comparisons, respondents selected this value statement more than its competing value:

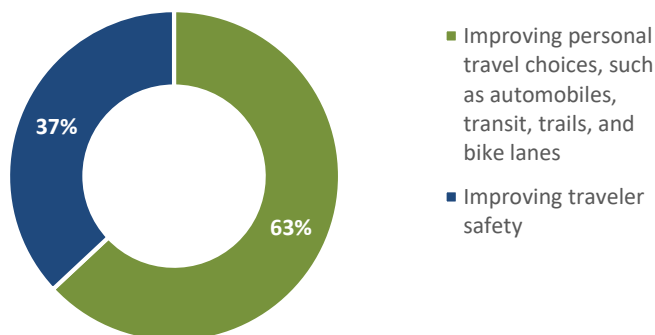
- “Preserving the environment” by a margin of 60 to 40 percent
- “Improving traveler safety” by a margin of 63 to 37 percent
- “Improving efficiency of moving people” by a margin of 51 to 49 percent

These results show good support for multi-modal transportation options, including walking, biking, and transit.

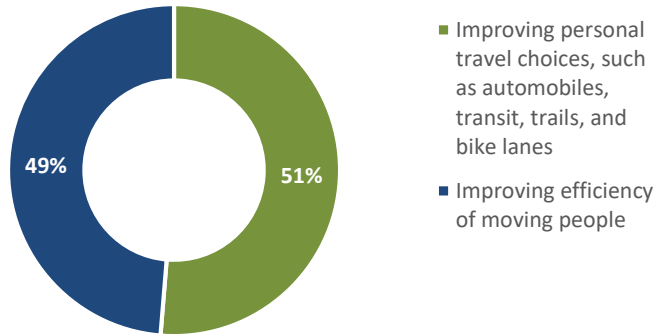
Are you more concerned about...?



Are you more concerned about...?



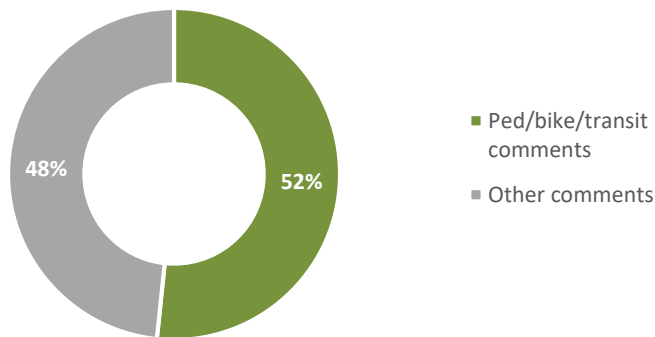
Are you more concerned about...?



Thoughts or concerns

Respondents were given an opportunity to share additional thoughts or concerns in a final, open-ended question. A total of 151 of the respondents answered this question. More than half – 78 respondents, or 52 percent – submitted comments in support of walking, biking, FUTS trails, or transit.

Are there any other thoughts or concerns you would like to share with us regarding the regional transportation system?



2 Future transportation spending survey

The second public survey in support of the FMPO's Regional Transportation Plan update asked respondents specific questions about their preferences regarding future spending for transportation infrastructure.

There were 372 responses to this survey, which was open between February and April of 2016.

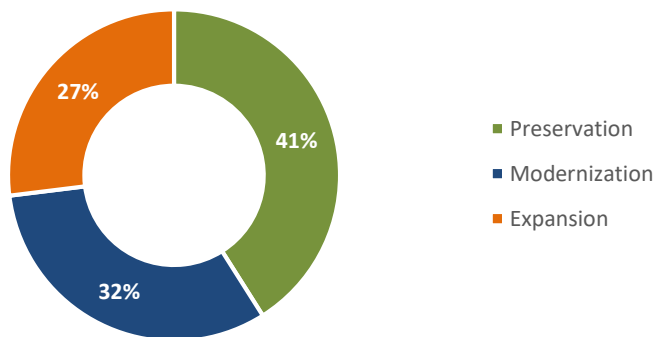
Spending by category

The first set of questions in this survey asked respondents how they would distribute \$100 across three categories – preservation, modernization, or expansion – for roadways, bus/transit, and pedestrian/bicycle infrastructure. Respondents were given 10 dots to divide among the three categories.

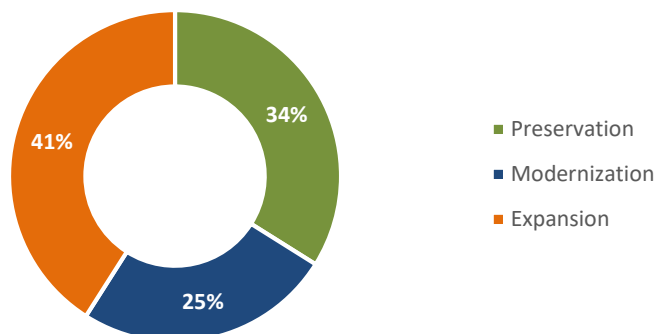
The results indicate that respondents would like to see expansion of pedestrian/bicycle and bus/transit infrastructure, but are more interested in preservation of roadway infrastructure.

Expansion garnered 48 percent of the dots for pedestrian/bicycle infrastructure and 41 percent for bus/transit infrastructure. By comparison, only 27 percent of dots went to expansion for roadways, while 48 percent went to preservation.

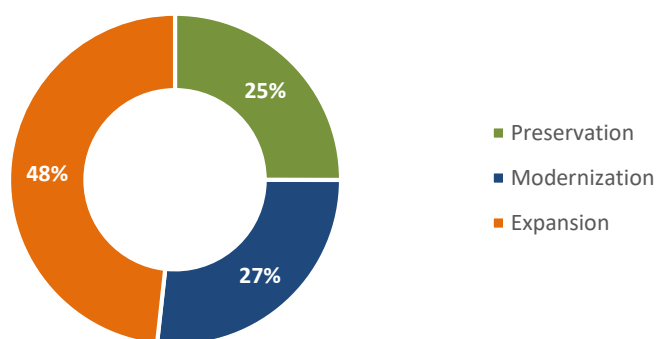
How would you distribute \$100 for **ROADWAY** infrastructure?



How would you distribute \$100 for **BUS/TRANSIT** infrastructure?



How would you distribute \$100 for **PED/BICYCLE** infrastructure?



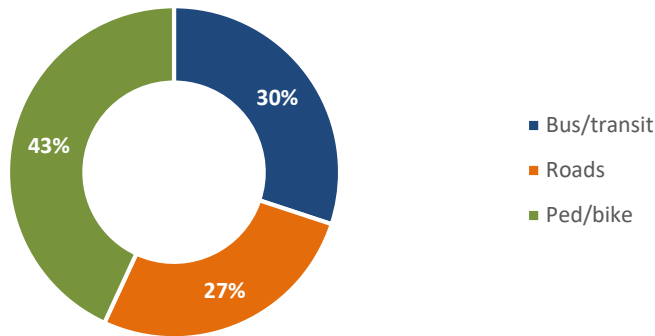
Spending by place type

This series of questions is similar in structure to the previous set of dot-based questions; respondents were asked how they would distribute \$100 among three types of transportation investments – for road, bus/transit, and pedestrian/bicycle – in urban, suburban, and rural places.

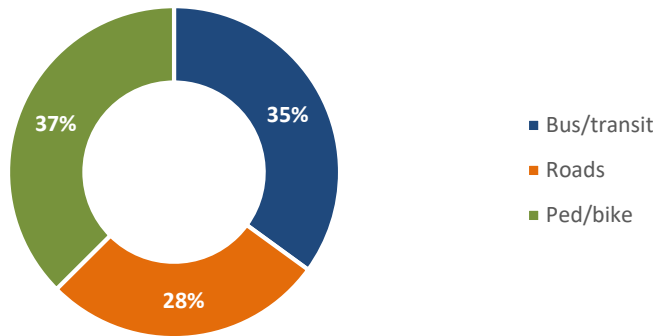
For both urban and suburban places, pedestrian/bicycle investments were assigned more dots than either road or bus/transit investments. In urban places, 43 percent of dots were given to pedestrian/bike investments, compared to 30 percent for bus/transit and 27 percent for roads. In suburban places, 37 percent of dots went to pedestrian/bicycle investments, compared to 35 percent for bus/transit and 28 percent for roads.

For rural areas, pedestrian/bicycle investments collected fewer dots (27 percent) than either bus/transit (35 percent) or roads (38 percent).

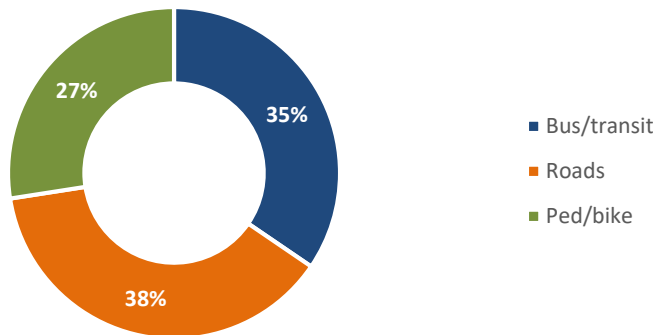
How would you distribute \$100 for transportation investments in **URBAN** places?



How would you distribute \$100 for transportation investments in **SUBURBAN** places?



How would you distribute \$100 for transportation investments in **RURAL** places?



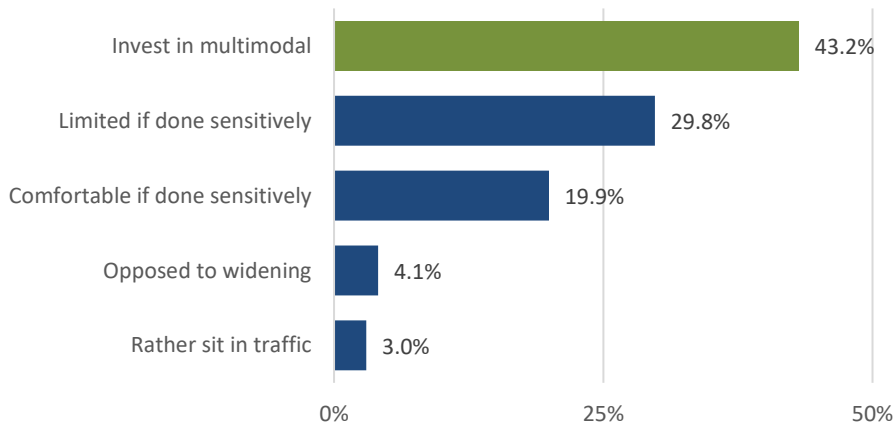
Widening roads

Respondents were asked to select one of the following statements that they agree with the most regarding their views on the need to widen roads as a transportation priority:

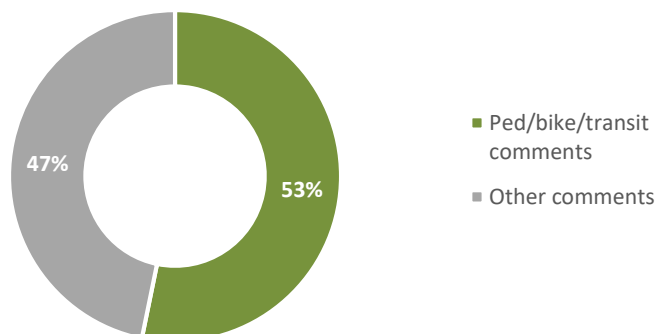
- I am opposed to widening roads.
- I am comfortable with widening roads, if done with sensitivity to safety and protecting neighborhoods.
- I support limited widening of our major roads, if done with sensitivity to safety and protecting neighborhoods.
- To avoid the impact of widening roads, I am willing to sit in traffic longer.
- To avoid the impact of widening roads, I am willing to invest more in bus/transit, sidewalks and trails and use them more.

More than 40 percent of respondents indicated a desire to invest in walking, biking, and transit infrastructure to help avoid the impact of widening roads. Additionally, more than half (53 percent) of the 171 comments submitted for this question expressed support for walking, biking, and transit solutions.

Please select the statement that you agree with the most regarding your views on the need to **WIDEN ROADS** as a transportation priority



Tell us more about why you chose your answer



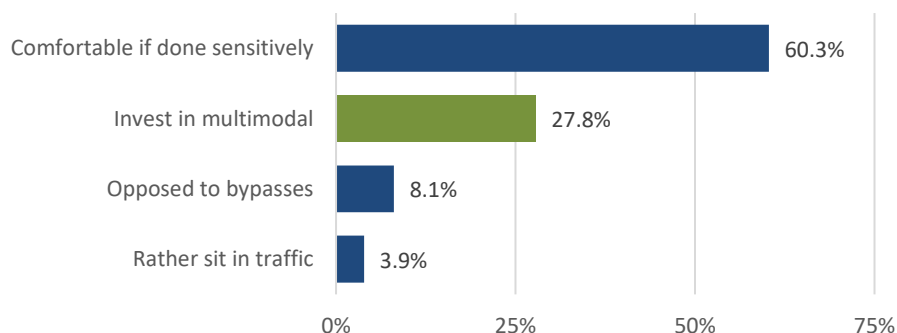
Building bypasses

The survey included a similar question regarding views on the need to build bypasses, and asked respondents to select one of the following statements:

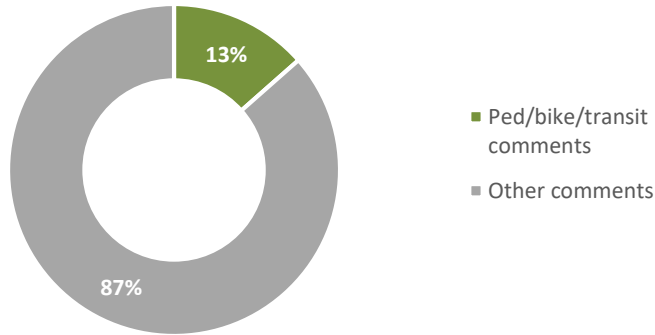
- I am opposed to building bypasses.
- I am comfortable with building bypasses, if done with sensitivity to open space, wildlife and cultural impacts.
- To avoid the impact of a bypass, I am willing to sit in traffic longer.
- To avoid the impact of a bypass, I am willing to invest more in transit, sidewalks and trails and use them more.

For this question, a little more than a quarter (27.8 percent) of respondents selected investing more in transit, sidewalks, and trails. About 13 percent of the 126 comments addressed support for walking, biking and transit solutions.

Please select the one statement that you agree with the most regarding your views on the need to **BUILD BYPASSES** as a transportation priority



Tell us more about why you chose your answer

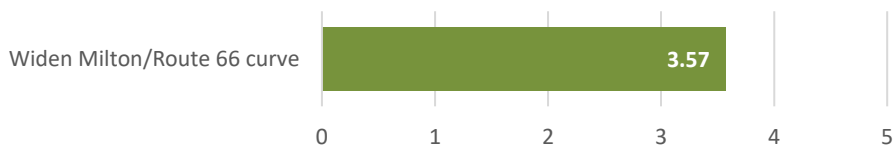


Milton/Route 66 curve

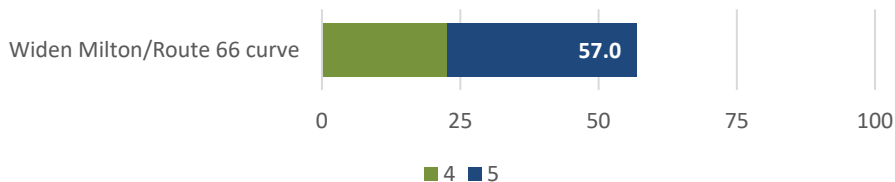
This question asked respondents to rate the importance of investing in improvements to the curve on Milton Road/Route 66 under the BNSF bridge. A score of 1 indicates that it is not important, while a score of 5 indicates that it is most important.

The average score for the question is 3.57; and 57 percent of respondents scored it as either a 4 or a 5. A third (33 percent) of the 191 comments suggested improvements for walking, biking, and transit through this area.

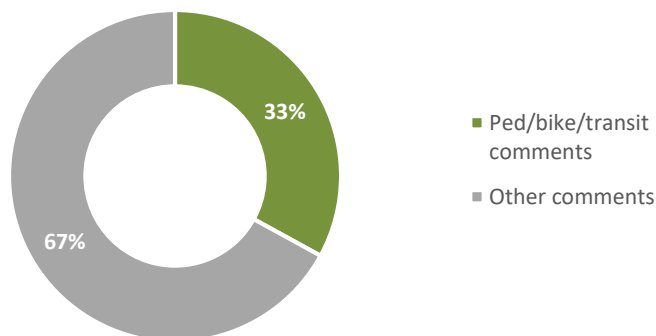
What score best describes your view about the importance of investing in improvements at the Milton Road/Route 66 curve under the BNSF Bridge – average score



What score best describes your view about the importance of investing in improvements at the Milton Road/Route 66 curve under the BNSF Bridge – combined 4 and 5



Tell us more about why you selected your score



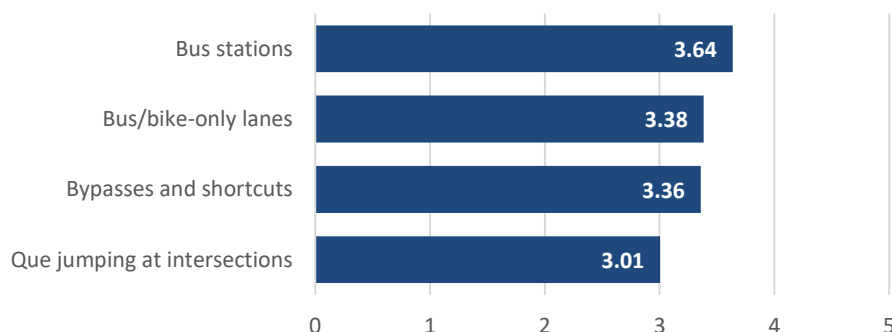
Support for bus/transit investments

The next series of questions asked respondents to rate a variety of bus/transit investments (listed below) according to how willing they are to support them. A score of 1 means no support, and a score of 5 indicates strong support.

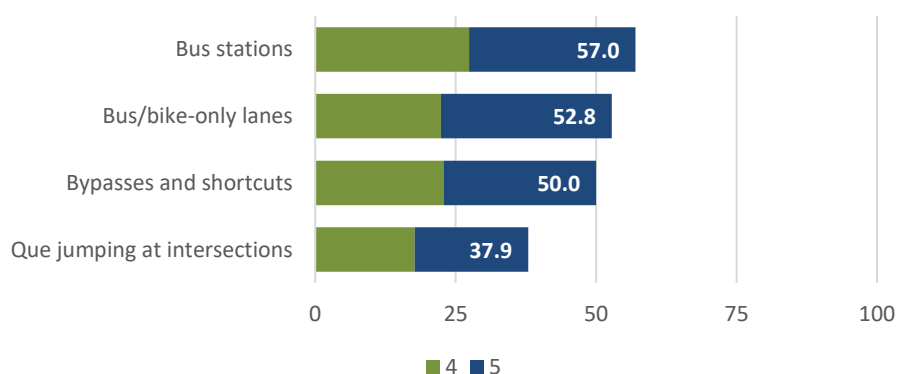
- Bus/Transit bypasses or shortcuts – to create connections and links for buses only to reduce transit travel times
- Widening intersections – to reduce bus/transit travel times by letting transit vehicles bypass traffic and get a headstart at traffic signals
- Widening roads - to create lanes for buses (and bicycles) to reduce bus travel times
- Developing stations – to anchor bus/transit connections at activity centers in the community

Of the four bus/transit investments, improvements to bus stations scored highest, with an average score of 3.64 and a combined 57 percent of respondents scoring a 4 or 5.

Please rate each of these potential **BUS/TRANSIT** investments on how much you are willing to support it – average score



Please rate each of these potential **BUS/TRANSIT** investments on how much you are willing to support it – combined 4 and 5



Support for pedestrian/bicycle investments

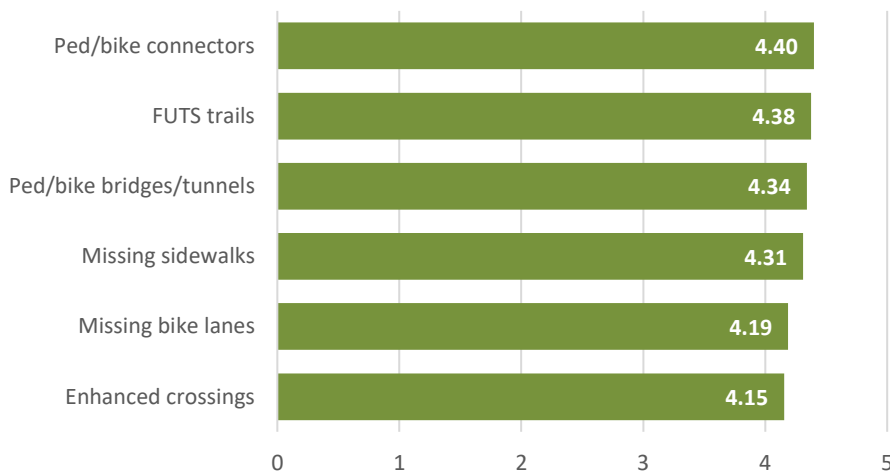
The same series of support questions were asked of six different pedestrian and bicycle improvements:

- New pedestrian and bicycle connections between existing neighborhoods – to create shortcuts and shorten travel distances
- Build missing sidewalks – to invest funds now to construct missing sidewalks
- Widening or restriping roads - to add missing bike lanes
- Build pedestrian and bicycle tunnels or bridges - to avoid traffic, the railroad and interstate

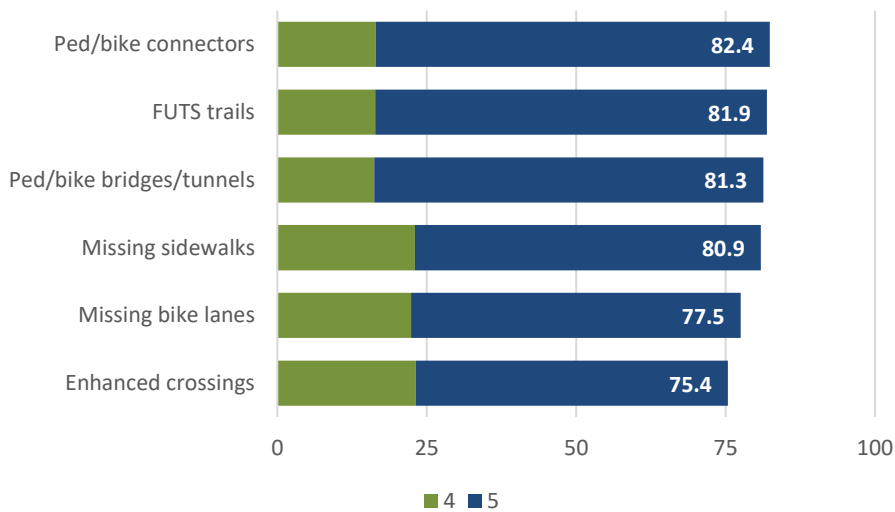
- Install enhanced crossings - to improve safety at key locations
- Build missing segments of FUTS trails - to complete the system and serve new areas

All six potential investments scored highly; the average score was above 4 for all six, and the combined percentage of 4 and 5 scores was at least 75 percent. Of the six neighborhood pedestrian and bicycle connections scored highest with an average score of 4.40 of a combined 82.4 percent of 4 and 5 scores.

Please rate each of these potential pedestrian and bicycle investments on how much you are willing to support it – average score



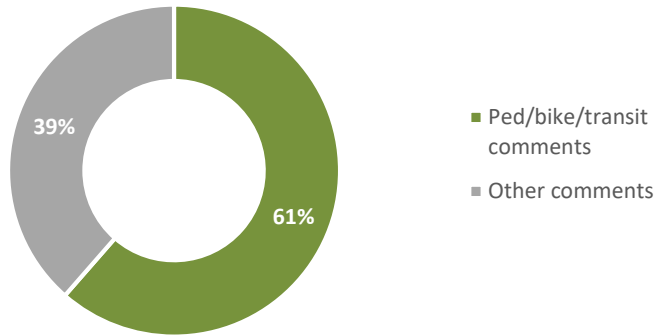
Please rate each of these potential pedestrian and bicycle investments on how much you are willing to support it – combined 4 and 5



Final comments

Respondents were provided one final opportunity to provide comments to the survey. Of the 140 comments submitted, 61 percent were in support of walking, biking, and transit infrastructure.

Transportation is an integral, complex and expensive part of our current and future landscape. We appreciate any comments you may have to help us better understand your needs and concerns



3 Transportation project priorities survey

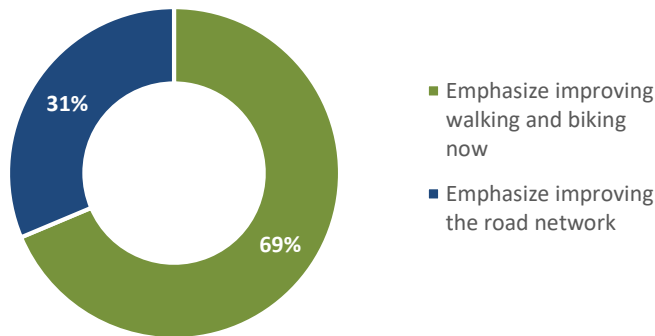
The third RTP survey asked respondents to weigh in on which transportation projects should be built over the next 25 years.

There were a total of 84 responses to this survey, which was available between September and December 2016.

Support

One set of questions in the survey asked respondents to select between pairs of potentially competing actions. For one of the questions, 69 percent of respondents said they were more likely to support improving walking and biking, while 31 percent would support improvements to the road network.

Which action are you more likely to support?



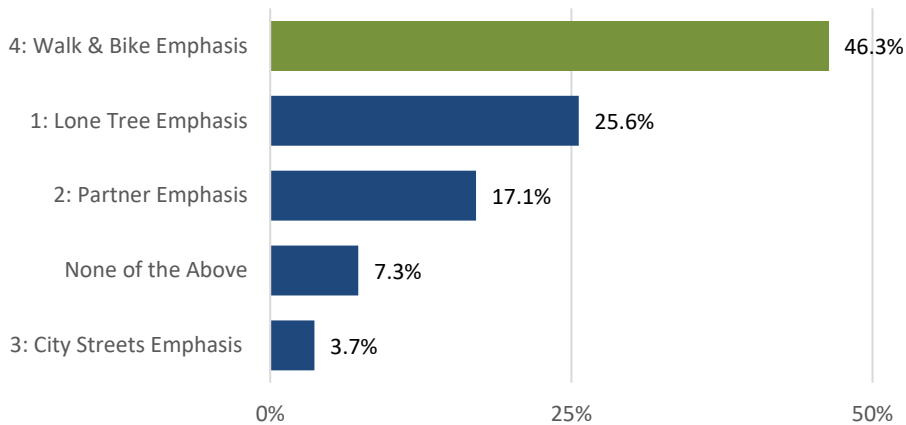
Transportation project bundles

Another question had respondents select their preferred option from a list of four potential bundles of transportation projects. All of the bundles cost about the same, and all could be funded in a 20-year timeframe via renewal of the City transportation tax and other sources:

- Option 1: Lone Tree Emphasis (new corridor)
- Option 2: Partner Emphasis (absorb growth)
- Option 3: City Streets Emphasis (local lead)
- Option 4: Walk & Bike Emphasis (build more, sooner)

Almost half of respondents (46.3 percent) expressed a preference for Option 4: Walk and Bike Emphasis projects.

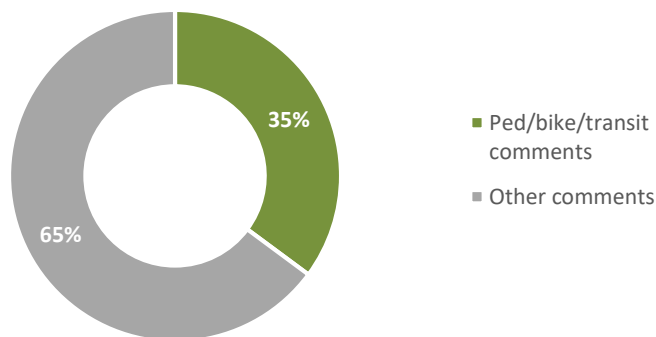
What bundle of transportation projects do you prefer?



Final comments

Just over a third (35 percent) of the 37 comments submitted at the end of this survey expressed support for walking, biking, and transit.

Transportation is an integral, complex and expensive part of our current and future landscape. We appreciate any comments you may have to help us better understand your needs and concerns



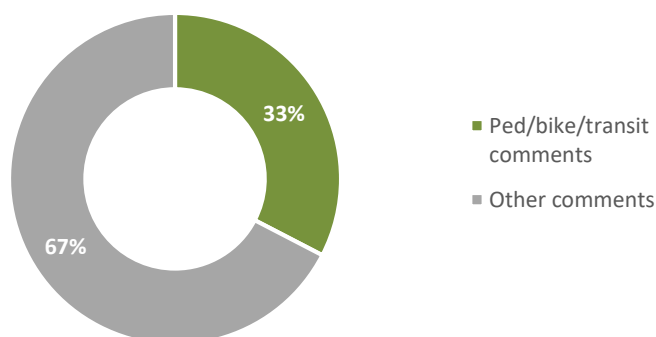
4 Have your say survey

The fourth and final RTP survey gave respondents an opportunity to indicate their support for the plan and program of transportation project recommended in the draft RTP. For this survey the plan was defined as all potential future transportation projects, while the program included only those projects that could be funded and were recommended in the next 20 years.

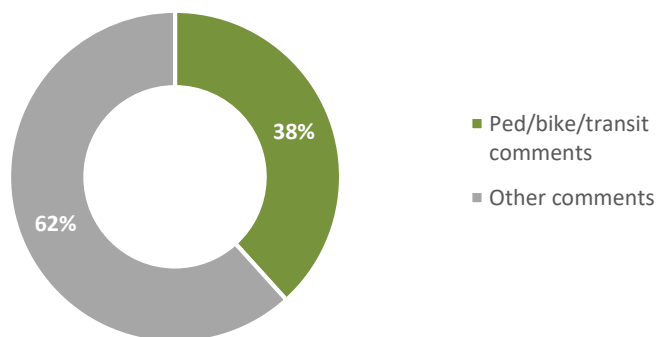
This survey was open between January and April 2017, and collected 125 responses.

One-third (33 percent) of the 46 comments submitted for the plan, and 38 percent of the 47 comments submitted for the program were about walking, biking, or transit.

Please share your thoughts about the **PLAN**



Please share your thoughts about the **PROGRAM**



Appendix A: Transportation values survey comments

Are there any other thoughts or concerns you would like to share with us regarding the regional transportation system?

Flagstaff should have world class biking lanes and hiking and mountain biking trails! Whats taking so long?

There are many good bike lanes, BUT maybe it is time to CONNECT them all together? Also better enforcement of sidewalk and street laws such as parking on the sidewalk and parking during snow removal season.

I would love to see a better way to ride a bike from Continental to Downtown, whether that be improved on-street bicycle facilities along butler, or an extension of FUTS behind Little America and across the Rio de Flag.

Continue to add to and improve the FUTS

Maintaining and improving infrastructure will also help the environment.

The largest problems with the transportation system are seasonal with winter out-of-town traffic. The city should work with the county and state to try to alleviate this traffic. It is my personal opinion that a road connecting I-40 near Bellemont to 180 just west of Snowbowl Road would allow these commuters to bypass our city streets. I also believe that this would have a negligible effect on our local economy.

Biking with a one year old in a trailer has made me aware that the "gaps" i.e. Spots in the FUTS where safety and flow are poor often make the whole section a poor choice. Anything is only as good as it's weakest link and hauling precious cargo, those weak links can decide whether or not I bike or take a car. It would be my hope that these weak links can be addressed so that the whole length of a bike commute with children can feel safe.

consider more rotaries and less lights to control traffic flow. Pls, no more permits to allow box stores on 66 to close the bike path for an entire summer (and more). It is totally counter to trying to get people out of single occupancy cars.

Why did we not add a second lane in each direction on Fort Valley Road? Bike lanes? There are already 6-8 foot wide pedestrian paths on each side of the road! Consequently we still have major traffic backlogs, but we have pretty bike lanes that don't reduce the traffic backlog at all...

I'd appreciate attention to *year-round* non-automobile transportation options. I stop bicycle commuting for much of the winter because of icy roads and bicycle lanes and urban trails packed with ice, snow, and cinders.

Make bike paths usable when motorized vehicles have clean lanes of traffic (ie. clear cinders, ice, & snow from bike lanes in a timely fashion.) It's an outright danger to wait upwards of one month to make major (Beaver St etc.) bike lanes usable after weather events.

Reduce infill of structures and protect open space in the City.

Continuing to build student housing off campus downtown only grows our traffic problems. I live in the south side and work downtown. If NAU wants to grow enrollment the University should be responsible for accommodating the effects of additional

students by managing that on campus. Or, the city should require these new builds to occur on the east side where there is space to build and park. The bus system could be effective for students on the East side of improved.

Clean air, water and the preservation of nature has to be the way of the future for all cities of the world. I propose preserving a walkable/bikeable downtown environment, even if that means forcing people to park outside a designated boundary and use public transportation or walk to downtown. I hope the city of Flagstaff builds tighter, more compact housing and business infrastructure and gets away from the ugly sprawl that lines Milton, Route 66 and Butler. The era of the 3000-9000 pound car to drive around one or two people has to end at some point.

We need a balanced approach to addressing the future well fare of Flagstaff. I think our city, county, and university officials need to continue working together to build a stronger community. I think our Mayor is a great leader and those on the City Council who support him, have my best interest at heart and my children and grand children.

Flagstaff needs a snow play area outside of the 180 corridor. The wintertime traffic on 180 is hazardous. Support a McMillan Mesa snow play area and direct leaving snow play traffic east to 4th street/east flagstaff businesses.

Our neighborhood streets are in desperate need of extensive maintenance and repairs. It creates an unpleasant travel experience, especially because so many must cut through neighborhoods to get to work due to the congestion to reach employment centers. Spend money on maintaining our streets and decreasing congestion along Milton/Humphrey's.

I live at Kachina - it's hard to believe it wouldn't be efficient/effective and a win/win for all to have some sort of public transportation from Kachina/Mtnaire and maybe Munds Park. They total...is it upwards of 8,000? (permanent residents + second homes is probably a bit more...)

Mountainline routes work well east to west, but not east to north, or south to east. - Bus service has been great in general and the incremental improvements seem to be well thought out and have a positive impact. Consistent road crossings for pedestrian, bicycle and cars - 4th street cross walks were different than Lone Tree FUTS cross walk, etc. NAU also has different bicycle route signage

The priority for road maintenance doesn't seem to make sense...the City spent a couple months on the Bonito road project when it wasn't that bad, in the mean time Beaver Street has major potholes and cracks in it AND receives significantly more traffic - from both residents and travelers. Additionally, access to the Fort Valley (HWY 180) area could be improved...essentially, the city needs one more railroad crossing road west of the Milton underpass; currently, you either have to go through downtown or the tricky intersection at Milton/City Hall (by the boutique) and both house the bulk of visiting tourists - causing congestion and aggravation for local residents who need to get between the fort valley, cherry road, flag high areas to/from Milton, old 66, and Woodlands Village commercial areas. It should NOT be faster to take Butler and Ponderosa Parkway to access these areas...and at times it is.

Do not allow high density developements in areas that are already conjested traffic. The Hub at Mikes Pike.

Need another roadway that either goes over, or under the railroad tracks near Milton. Maybe Lone Tree?

Get rid of some traffic lights on 66, and for goodness sake don't keep adding more!

Higher taxes on developers that draw people from city to wildland areas requiring new road infrastructure to access it.

My major interests lie in preserving both natural and community environments. However, I am also very interested in seeing our regional transportation system integrated with economic and social development (affordable linkages between housing and employment/education, public transit as a positive enhancement of neighborhood value, etc.).

Given the long time horizons associated with infrastructure changes/additions, and the dire impending effects of climate change, providing a maximum of fossil-fuel-free transportation options should be a priority.

Not sure how this needs to happen, but we need a second "entrance" into town. Most visitors don't know about Butler to Switzer to Forrest to 180. Maybe a sign on I-17? A snow play area south of town?

Thanks for soliciting my opinion!

I answered questions "are you more concerned about..." as forthrightly as I could, but I don't think the options are mutually exclusive.

improve off street bike lanes!!!

and offer jobs, its so hard to secure a decent job.

Overall the Flagstaff City has a good road system. There is a need to connect Doney Park and Flagstaff with a non-motorized trail(s) which would allow people to travel to the suburbs without being on the high speed roads of Hwy 89/Townsend Winona.

We cannot simply build more and larger roads. Our focus should be on moving people, not cars. An effort to diversify transportation choices and make them safe and convenient will benefit Flagstaff.

Improve transit access

Need to work with ADOT to find solution on there system and not put the burden on the city road system. We don't need to be the band aid for ADOT.

Work on reducing the noise from I17

It was tough choosing between protection of the environment and the other option. Yes/no, black /white questions structured in this survey seem weighted for options over environment.

Alternate route to I40 and the 17 from snowbowl/Cheshire is desperately needed

I think you're doing a great job. And I don't think traffic congestion is necessarily a bad thing; it can be a deterrent for people to drive as often and can encourage them to use other forms of transportation that are more sustainable. Alleviating the congestion would likely just encourage more driving overall.

far more intersections NEED LEFT-TURN Arrows+Dedicated Left-turn lanes.

better balance between growth, infrastructure requirements, and open space

Development should go hand in hand with parking and road improvements and be contingent on esthetics, environment , water and air quality.

I would like to see traffic circles built on Milton to replace traffic lights, similar to highway 179 through Sedona and VOC. Circles from the end of the 17, to the intersection by the cow furniture barn, or even further would make this road much safer. Circles for other busy intersections around town too. They are safer, faster and more fuel efficient than lights. Also, lets extend the bus system into University Heights. Its way over a mile to walk to the nearest stop by Wal Mart. Finally, lets widen Beulah/89a toward Sedona. That road should be constructed the same way as Lake Mary Rd, with a wide bike lane on either side. And the double yellow line in the center of that road, especially on the switchbacks, needs to become something more effective to keep oncoming drivers on their side. At least put rumble pavement like they do on the edge of the freeway lanes. Or maybe those vertical plastic tubes could be mounted on the yellow lines, similar to the tubes near the traffic island on University Heights Dr near De Miguel School. We have to do something more to make some drivers aware of the significance of the center line.

Integrate land use planning and transportation planning to facilitate transit oriented development and other development that encourages using alternatives to driving. Have developers for multiunit rental housing decouple rents for living space and rents for parking. Develop and encourage pay-to-park systems in Flagstaff while offering transportation alternatives (i.e. the Mountain Line Snowbowl and County Fair shuttle service), would be especially useful in the US 180 corridor.

Thanks for opportunities to communicate my preferences!

Focus on transportation. Moving people and goods.

You are asking the wrong questions.

I would love to see bus service extended to outlying areas such as Kachina Village and Doney Park. I think that would take hundreds of cars off the road including workers and students.

The 'Are you concerned..' questions provided false choices. Its like ' Do you like food or not?'

One of my biggest concerns for Flagstaff is bicycle safety. The bikes lanes are insubstantial but bicyclists get ticketed for trying to keep themselves safe by riding on the sidewalks.

Provide an alternate access from town to the Snowbowl/snowplay to reduce the traffic impact on the community.

Need to reconsider moving the BNSF railroad out of current route and into I-40.

important to provide by pass roads for 180 and Snowbowl and residents of that area!! Should have been done 20 yrs ago.

Look at places like Park City with fee transit with in the downtown and free parking garages just at the edge of town like at the transit bus center south of the tracks.

I live in Cheshire and there needs to be more than one way in and one way out especially during the winter. There needs to be a road that connects the 180 with I-40 to divert the traffic.

We need to put processes in place ASAP to address traffic congestion, planning and zoning of new businesses and residences that promote building infrastructure to support increased population and business. Currently projects are being licensed because there is no way to stop them. City Council needs to move on this NOW.

We need better trail connections immediately. Finish the Loop Trail and increase the FUTS trails system.

More traffic circles, reduce trees etc growing in medians hard to see past them. Build a road from 180 to I-40 to reduce in town traffic in busy seasons! Too many traffic lights backs up traffic!

Extend mountain line and/or FUTS to Timberline.

More having to do with pedestrians vs. traffic - when a pedestrian activates the flashing signals on Lone Tree and Butler for example, do they get any type of 'signal' stating it's safe to walk? Many pedestrians will start crossing before the flashers actually come on - are they under the false impression that the flashers are flashing or are they merely jumping the gun and cross regardless? Just curious

Thank you for working on, and Good Luck

1. Coordinate the timing of the traffic lights on Milton at South Plaza Way and Riordan Road! 2. Do something to reduce the traffic on Milton Road/Route 66 3. Complete the J.W. Powell Road from the airport to Route 66. 4. Extend Lone Tree Road across the tracks to Route 66.

With all the off campus student housing going in, and lack of parking, it would be wise to encourage commuting to campus via bike. It would also be wise for the city to have the developer pay for protected bike lanes from their projects to campus.

The Milton/Route 66 intersection under the train overpass is a disaster. Snowbowl & snowplay traffic on Hwy 180 is another disaster. Please work on fixing these problem areas.

mountainline is the best

The Route 66 to Milton corridor from downtown to old 66 branch in the road is horrible to traverse by car during rush hours. If more people were on bicycles it would free up a lot of that congestion.

I've lived here for 18 years and am completely frustrated with the lack of roads to accommodate visitors, a growing nau, and a growing community. It's also bs that there is no affordable housing. Build a road from Belmont to snowbowl. Milton is a gd disaster. Thankfully I live in sunnyside and not near any traffic. I do drive across town every day to bring my kids to a charter school and it is the worst.

I believe the top priority should be to improve bicycling and walking safety by eliminating on-road bike lanes and creating off-road bike paths with better crossings where autos & bikes must intersect. We should be working hard to get to a Dutch model of bike infrastructure as quickly as possible.

This system will hopefully provide the necessary infrastructure to both maintain the integrity of Flagstaff's smaller town charm while being smart regarding future growth.

Flagstaff needs to expand and improve the integration of bike lanes and FUTS in the city, especially the ending points in many cases. Where Sinclair wash trail dumps a user onto

a sidewalk by walmart and next to a busy traffic intersection is annoying and confusing to users and drivers alike. Also extending Sinclair Wash trail south from Fort Tuthill along the abandoned rail bed all the way to Kachina Village would open up a safe bicycle commuting corridor for the residents of Kachina and Mountaineer and thus reduce traffic on Milton.

It'd be wonderful if the buses could come more frequently!

the people that are on the committee should be elected if they are to vote on anything pertaining to the effects of the citizenry of the region, as should all committees in the region that affect all that live in the region and not be allowed to direct any actions. these committees go against the state and federal constitution relating to the direction of laws and ordinances. driverless cars and all other forms of UN agenda 2030 should and need to be ignored and quashed as they are in complete violation of the bill of rights of the constitution of the united states of america, due to the reason that UN agenda 2030 goes against humanity and civil liberties. if the city government insist on pushing draconian measures on the public then there will be consequences, such as, recall efforts against the mayor and city council as well as the board of supervisors. also, a class action lawsuit will be filed against those that would infringe upon the liberties of the citizenry. by substituting the title of your action does not fool those that are in the know. you are all treading on dangerous ground and are not fooling anyone and if you are found to be in violation of the U.S. bill of rights than you will have to face a court on charges of treason and sedition. wake up, your smoke and mirrors will backfire and ultimately be your undoing. this whole agenda that you are pushing goes against everything this nation was founded on.

Bike bike bike safety. Focusing on bringing people into downtown from county properties like 180 and 89 corridors.

If the region includes the road to Grand Canyon. HWY 64 needs to be changed to a divided highway for traveler safety and improved travel time.

Priority must be placed on providing thoroughfares rather than segments of road that jog around; especially Lone Tree Road as an alternate to Milton Road. Also completion/extensions of JW Powell to Butler. I usually do not come into town on weekends due to the traffic. I would spend more time/money in Flagstaff if the roads/transportation were better.

fix all roads not just the affluent areas

More busses on the lines that connect east and west Flagstaff.

I think one of the biggest hurdles to overcome is an efficient, safe and reasonably fast north-south transportation corridor. How do we efficiently move people from I-17 to Snowbowl and the Grand Canyon?

This survey misses the main transportation problem in Flagstaff altogether: The City needs to build more/better alternate routes for vehicle traffic. Everyone complains about the congestion on Milton -- and rightly so. Why? there's no way to avoid it! The three major East-West corridors in town (Cedar, Butler, and Route 66) all dump onto Milton within a few blocks of each other. Extend any or all of these so that drivers have other routes to use. This would not be cheap; in fact, it would probably be quite costly. But if Flagstaff wants to grow and serve its citizens and businesses, then this kind of infrastructure expansion is required. The same argument can be made of the Hwy 180

congestion -- there's no alternate route! Please PLAN better traffic flow options rather than the current piecemeal haphazard process of growth we currently suffer.

Please reduce the snow plows piling snow on the sidewalks, especially where children walk to school

Because you are conducting this survey in the middle of winter, I am really not riding my bicycle. However, I ride my bicycle daily the rest of the year, so I marked those elements of the transportation system as being used by me. I don't like you're question about choosing between efficiency and preserving the environment. Being more efficient is almost always better for the environment. You need to seriously address the 180 corridor. How about a paved road through the A1 mountain area to the interstate. Why does every single visitor have to drive through Flag?

Get BNSF to allow installation of a third track (light-rail) in their R.O.W. along Route 66 and then get ADOT to extend the LR in their R.O.W. in the center of Milton south to NAU's acreage south of I-40. Then install a park-n-ride in NAU's acreage and at the other end of the 'line' near the mall along HWY 89. An extension of the system to the Snow Bowl and Wing Mountain along Hwy 180 would round out the system. Let's get ahead of the curve for a change and not use Band-aid solutions. It's time for serious transit-oriented development!

Protect wildlife. Other roads to areas than Hwy 180. Don't build housing, etc. until roads can sustain traffic.

I would like to see a well thought out transportation plan worked out before new developments proceed. It seems like there is a great rush to approve new building projects before thought has been given to the impact of increased traffic.

Safely accommodating pedestrians is paramount for any new projects or construction of infrastructure.

I think the Mountain Line should be free to ride. By doing so, ridership would increase resulting in more frequent service, resulting in more ridership The more people that use the bus, the less the traffic congestion. Air quality would improve and streets would not need to be widened for increased car traffic. Free buses would lead to an improved quality of living here in Flagstaff and I believe would pay for itself. The extension of bus service to Doney Park would also contribute to a better Flagstaff.

Park and Ride commuter lots with express bus service directly to NAU and other major businesses. Taking the bus would be an option for me if there were park and ride lots available or access from Silver/Saddle Road. What takes long in the commute is changing buses at the transfer center. Tucson has express buses to the UofA to transport workers and students. I have to rely on my own transportation due to where I live. Park and ride would take away commercial land, but could be a viable option for commuters.

Please vision a system that discourages individual cars and encourages everything else. Community means "together ". Thanks for your work!

I think the long range planning has to include a bypass of Flagstaff from Hiway 40 to Snowbowl and the Grand Canyon. Paving the forest road seems the best alternative in spite of being a wildlife corridor and our dark skies. It can be done with low lights and animal overpasses, but we need state hiway money to do it. Otherwise stop growing and limit attempts to get tourists!

increased safety for bicyclists, who are using bike lanes on roads.

Too many city leaders have stated that Flagstaff's transportation is a problem but cannot be fixed. Of course, it can -- and it must be fixed. It will not be inexpensive -- but good solutions always cost money. We need better north-south and east-west corridors that may include "beltways" around the city core. The cost of removing the BNSF rails is beyond our abilities at this time but must be considered as an option. The result of doing this would be magnificent. Consider a divided four-lane roadway where the railway now resides -- then consider converting the current Route 66 into a 2-lane divided roadway with parking and business on both sides. Expensive? Of course but the end result would be worth it.

THANK YOU FOR CREATING THIS FORUM!

Commuter rail system linking Flagstaff to Phoenix metro area.

It would be awesome to have some kind of regular public transportation between Prescott and Flagstaff.

disability transportation and parking

I think the questions included in this survey are not balanced and force people to pit the environment against other important concerns, like improving traveler safety. It is my hope that the FMPO would consider the environment whenever they undergo and planning process and emphasize the environment in it's plans.

separate bike paths such as the one that parallels the rail road tracks increase the safety of bike riders. Unfortunately the new cross traffic at Tractor Supply and the new developments near there will make this ride more hazardous.

Winter Sport congestion in FLG. Perhaps a seasonal, weekend only, (Dec to Mar), alternated route from I-40 to US 180 slightly west of FLG. FLG / Milton congestion: Complete the 4th street / JW Powell connection Perhaps another route, East of NAU to connect I-40 with Rte 66 / US89,

All Grove residents should have free access to the Sawmil busline to get to school efficiently

Native Tucsonan. Currently a student at UT Austin in the Community and Regional Planning program. Long time visitor to Flagstaff/possibly looking to relocate after I'm done with grad school

Don't discourage people using automobiles. It is the most efficient mode, in time and money, of transportation. Lessen traffic.

The never ending conflict between cars & bicycles. Fort Valley Road - often bicycles will not use the FUTS. Worries me when driving & I have a bicyclist between me and the guardrail. In talking with some bicyclists, they do that because vehicles from the neighborhoods do not check for traffic on the FUTS before pulling up to the intersection. Anyway of addressing issue so that the bicyclists aren't having to choose between getting hit at an intersection or sideswiped into guardrails? Flip-side, there are bicyclists that need to be ticketed for running stop signs, etc. in the downtown area. Also on Fort Valley, routinely see students walking on the opposite side of the road from the FUTS. This is especially dangerous in bad weather & I've seen these pedestrians almost cause accidents for cars and the bus drivers for Mountain Link. Anyway of running another section of the FUTS from Sechrist down to Forest or Humphries? The crosswalk at Forest

and Fort Valley is difficult to get across because most drivers refuse to stop unless someone actually just starts walking. You can wait there for 5-10 minutes before being able to cross safely. Traffic does not obey the speed limit through there. As a driver through that area too, though, it gets congested and frustrating to drive through especially (as I'm sure you already know) during ski season. I think it would also be good to consider another underpass for cars to get around the railroad tracks. I know we want to keep Flag pedestrian & bike friendly, but it would help if there was at least one other major pipeline going N/S carrying cars through the west side of the city.

I highly encourage consideration of additional bike lanes and paths in future infrastructure plans. There is a good foundation that has been built, but it can be taken one step further which will encourage more use by providing safer bike and pedestrian travel routes.

1. Perhaps a public outreach/education/information on public transportation. Maybe in the form of short informative based "commercials" on the radio and other media outlets that let people know about how to use our public transportation system. 2. Expanded bus service (at least in weekend service)

I urge you to give fair and equal consideration to improving and expanding bicycle infrastructure as it benefits everyone - one less car on the road for every bicycle commuter means less traffic, more parking spots available, and happier bikers and drivers.

I would like to see bus service expanded. I live in railroad springs and have no option except my vehicle to get me to/from work at NAU.

Transit in flagstaff is amazing. More frequency on all routes, like mountain link currently has, would create more riders that choose transit over their car.

I would like to see a plan for a paved bike path from Thorpe park to south Snowbowl road. I would also like a roundabout at the intersection of butler and Milton.

Many times the only reason I drive my car, instead of bicycle to work and to do errands is because the bike lanes aren't designed to accommodate travel as easily during the winter or when there is heavy automobile traffic. Many bike lanes are barely visible and can be extremely confusing to use e.g. when the bike lane goes from entire lane use to sidewalk use only, to bike lane use over the span of 250 ft, such as at the intersection of University and S. Knoles, or on San Francisco between NAU Campus and the Hospital. Instituting more clear paths for bicycles, signage that allows bicyclists to not have to stop at three way intersections and assuring that places where the city says there are bike lanes, actually have bike lanes will go incredibly far in helping increase the number of bicycle commuters, which will reduce traffic congestion and improve travel times for both autos and bicycles. I am extremely thankful for our Urban Trail System here, but increasing the usability of it for transportation would really help our traffic issues as well.

Flagstaff is handcuffed by the BNBH rail line that runs right through town. Traffic on Milton is absolutely horrendous and recent happenings regarding growth stand to place additional strain on the already overloaded street system. Has a traffic study been conducted for the Hub development?

The bike lane as 66 turns to join Milton and goes under the railroad, on BOTH sides, MUST be brightly painted so bikes can safely use the lane instead of abusing the sidewalks.

Flagstaff is a special place, known and loved for its proximity to forest and open spaces, its access to nature, its cultures and small mountain town aesthetic, and its community - one of small businesses, good neighborhoods, and good people. As the city grows, it is imperative that development not threaten these values or alter the character of Flagstaff that makes it home to many many long-time residents. We must be strategic and sparse in the developments that we pursue so that we can continue to celebrate this special place, rather than exploit it. Thank you for your time and consideration of public input.

Cooperation with the Railroad System to have railroad passenger cars to stop in East and West Flagstaff and Downtown to ease transportation congestion as many people would use that form of transportation just as they do in larger cities. For that matter, the State should build a railway system from Flagstaff to Phoenix to relieve the congestion on I-17, especially during morning and evening rush hours.

Traffic has been tough this year. The seasonal potholes seem to be worse also.

A regional plan would be incomplete and inadequate without plans for bypass routes south to north. We can increase efficiencies throughout the city, but without addressing the Milton, Butler, Rt66 and Fort Valley corridor mess, it's not an incomplete plan. That area will only get worse with population growth and new development.

Building new business and residences new to consider traffic patterns are part of the approval process, don't build till there are adequate roads/transportation

Address seasonal travel issues by establishing snow-play areas outside of the Hwy 180 corridor. The more the better. A snow play area on Mcmillian Mesa could direct visitors to east Flagstaff restaurants & hotels while and reducing congestion on Milton, Hwy 180, and downtown.

Netherlands style system built into the Flagstaff infrastructure now, before we grow too much more. Some rails to trails stuff and get the railroad to spring for some underpasses at existing small trestles across town. Some peel offs of of Rt. 66 FUTS to Huntington and Industrial would open up a lot of choices.

Widen the underpass under the railroad at Milton & Rt 66.

Protected bike lanes would be a welcome addition to Flagstaff, as there are many cyclists that use their bikes to get to school or work.

More prompt cleaning of cinders from roadways would improve bicycle commuting in the winter.

Flagstaff should embody a bike culture with great access to trails, bike lanes, and bike paths.

Expand buses to run later on Fridays and Saturdays.

Encourage people to live close to their jobs AND discourage people from driving their kids to school.

FMPO should try to be aware of any proposed development projects within the metropolitan area or changes in zoning that pose a hazard to transportation safety, delivery of goods to businesses etc. (The Hub comes to mind) or that would negate transportation improvements/developments already in place.

The NAU/Downtown corridor needs bike paths that are separated from current automobile traffic. Biking on Beaver and San Francisco (two major arteries to campus) can be pretty terrifying.

Did I mention that we should preserve the environment?

We live in Kachina, and would love an urban trail connecting us to the city. We'd use it almost every day :-)

The current system in place for bike commuters is good. But I feel with a little work Flagstaff could be a model community in safe bicycle commuting. The world is a changing place, please put forth the effort to be something special and on the forefront that incorporates the whole "green" lifestyle. By making the changes that incorporate less reliability on fossil fuels, better water/air quality, outdoor lifestyle, bicycle friendly community and health you will have the good people of this nation raving about how they would like to be more like Flagstaff. GET TO WORK!!!!

Gaps in safe bicycling options along certain routes sadly make the whole distance inefficient if not unsafe as a whole....the weakest link concept. I would love to bike commute into town from Ponderosa trails to downtown, but there are specific small areas along the way (mostly intersections and road crossings) that make up a small portion of the distance, but definitely deter me from pulling a 1 year old in a trailer. If these gaps aren't fixed, it won't matter how many miles of car free lanes there are, as the weakest links (safety or efficiency as the concern) will always deter all but the most dedicated bike commuters.

As a visitor to flagstaff for a while and now living here, I really see the reliance on the car. I'm from Ireland and we do not rely on our car as much as this country does, because we have better transport systems. I mean, shutting off the bus service at around 8pm, why not have late night buses. If you provided it, people would use it. I am a biker, but I do believe that outside the city centre there needs to be some real change in the bike lanes that we need to use.

Gridlock is our future if we do not either move the BNSF line to the I-40 corridor, as suggested by Paul Babbitt, or move it under ground, through town.

Snowbowl is the main contributor to the traffic problems that are created on the 180 corridor every winter. They should be a responsible business and help provide funds to assist in remedying these problems.

Bigger roads mean more cars. More parking spaces mean more cars. We should plan a system that encourages less car usage. Can bike lanes be next to the curb and parked cars be closer to traffic? They do this in Phoenix and other cities. Also, address problems in lower income areas of Flagstaff!

Make bikes a priority!

I love the new 2 lane snow plow!

I used to live in Flagstaff, for about fifteen months; worked at NAU in Undergrad Admissions. Keeping a good system in place for students (bus/shuttle lines) should be the centerpiece, leading the way in both efficiency and environmental friendliness, nationally.

More and better bike lanes! Continued extension of bus service!

I understand the situations with traffic on Milton Road and Fort Valley Road are difficult but they must be addressed as soon as possible

You need to find a way to have snow play traffic not clog 180, please! My family avoids the Nordic center when it snows and we feel like we can not enjoy the snow here due to all of the tourist.

Car-free area downtown

I live in Mountaineer and don't have a lot of alternative transportation options. I would gladly take a rail or bus system to work in north flagstaff (out by the Museum of N.A.) if there was such a thing.

Twice in the 1990's we paid for City of Flagstaff bonds to synchronize stop lights along Route 66 and other arterials, and still to this day, we battle this very easy-to-fix problem. Stop with the ADOT excuses and just make it so that cars traveling at the speed limit on major roadways will get green lights. Additionally, the design standards for roadways should change so that more resilient materials are part of the repair or construction process. Rubberized asphalt is more resilient than what is used here currently and yet it is not a requirement of the bidding process for roadway construction or repaving. If more money is spent up front for a more sustainable material, an argument could be made that less repair will be needed in the future.

Please do something about snowbowl traffic issues on Milton and Humphreys. Get traffic onto hwy 180 without going through downtown.

More public parking in sous use downtown. Major problems with students and downtown-goers parking in driveways of southside residence and leaving their car for multiple days. Not cool.

Overall, the congestion on Milton and 66 is appalling and only going to get worse. I realize it's not really up to transportation planning to handle this, but the sprawl of business and housing, and the rapidly increasing footprint of NAU, are conspiring against all of us. Sustainable transport plans, that do NOT include more use of automobiles, are probably the best options to consider for the long term.

I bike nearly everyday to school/work. Thank you for the Route 66 urban trail bike lane. I would love to see more of this around town for increased safety. Bike & pedestrian overpasses would be wonderful - it is dangerous to cross streets as drivers turning right do not see us! Also, I receive many comments from other bikers who stop biking when cinders are on the street as it is dangerous.

Since the city will so conveniently be out of the parking meter district, I would hope they put that much more effort into making transportation to and from downtown that much easier/ Something needs to be done about the traffic on 180.

Buses still do not go where they are needed. I drop the kids off at their schools then drive back to work. If the buses had more convenient routes, then I wouldn't have to drive as much. The only time I can take the bus is when I don't have the kids and have plenty of time to leave early and walk from the bus stop to work.

Busses work very well, but could be more efficient. Better maintenance of bike lanes e.g. keeping glass and other sharp things out of the lane.

Implement a Grand Canyon ByPass. Implement better automated controls for existing traffic lights.

Appendix B: Transportation values survey comments

Please select the statement that you agree with the most regarding your views on the need to WIDEN ROADS as a transportation priority (pick one). Tell us more about why you chose your answer.

I feel there should be better safer bike lanes

We're simply out of space for roads in town, and multimodal needs much more serious attention.

I'm not exactly clear on the options. Does the last option, for example, mean: "I am opposed to widening roads, and to avoid the impact..."? Or does it mean I'm ok with widening, but am willing to reduce the impact of it via these investments? I took it as the former (as also including opposition to widening roads in general). Rationale: I do not think we should be encouraging more private vehicle use. Of course it's not going away any time soon, but providing less impactful alternatives and discouraging private vehicle use is, in my opinion, better for the community in many ways (most notably health, air quality, and general congestion issues).

We need to preserve flagstaff. Why are we allowing big business to come in to our town and we need to stop expanding

The costs to widen roads is greater than the costs associated with more transit, pedestrian, and bicycle improvements combined with education and advocacy for their use.

I would support widening ONLY if it resulted in improved pedestrian and bicycle facilities.

Has it not been proven that widening roads does not improve traffic? Wake up traffic engineers!

Widening of roads does not improve traffic flow, smart design does. Wake up, traffic engineers!

Milton is f-ing awful and the business on either immediate side of the road are mostly big corporations that suck anyway. Give people a bypass route or make Milton bigger so people will stop driving through campus

Wider roads actually make the roadways safer. Right now we have too many bottlenecks in this town and they turn into disasters at certain times each day. One accident at one of these bottlenecks and the roads are shut down.

Simply adding targeted turn lanes to decongest

Wildlife connectivity and pedestrian safety

I feel that though there are consequences to each idea of dealing with the congestion that if done with sensitivity to the environment, widening the roads would be more beneficial in the long term.

Though I would like to see Milton widened, I don't see many other streets with this issue. I only say Milton because it is the only one I have fear of riding my bike on. I do as I live two blocks off it, but I don't trust the cars with a true lack of bike lane or bike option.

I support widening if investment is made in bus/sidewalks and trails and the beautification of the road (trees) nice to have dedicated bike lanes on Milton and 66!

I believe that the data are pretty clear in this era - the more that is done to accommodate non-commercial, private vehicles in cities, the more drivers will continue to provide cars that create traffic congestion. Providing incentives to citizens to leave cars parked at home, and providing disincentives for using cars for short-distance trips around town while also making alternatives available, is likely the most effective means of encouraging movement toward a more pedestrian friendly sense of community, safer streets, and increased quality of life. Attempting to accommodate everyone who wishes to maintain the status quo of the past along with those who choose to move forward toward a more sustainable future is too expensive and is not like to promote the transition to a more pedestrian and lower-stress life style in Flagstaff. I believe that we need to carefully study the lessons learned over the last 50 years in cities where more progressive transportation solutions have already been advancing - Portland, OR being one of the first and most-well documented success stories, as well as the many examples in Europe where unbridled expansion of infrastructure was never an option, and fossil fuels are heavily taxed to discourage inefficient use of private vehicles, and to reduce environmental damage to the population. Also, please see latest proposals for bikeways in London by Mayor Boris. Thanks for considering my input. I think that there is hope for solving our transportation challenge here in Flagstaff, but we need to offer the public opportunities to try alternatives for getting into and around the city and then provide incentives for them to "Try it, you'll like it!"

LAB's studies show that wider roads do not necessarily increase flow or safety but may have opposite effect. These answers neglect that fact.

More investment needs to be made in mass transit and alternatives, widening roads is not a long term solution to traffic problems. You cannot build your way out of traffic congestion.

Vehicle will be the biggest means of transportation for the foreseeable future but must incorporate safety standards and bike/pedestrian paths.

Less cars

I would like to use environmentally friendly means of travel, but distances from work and home make it hard to do so.

It will only get more congested as the years go by. Widen it now in preparation.

But also willing to see roads widened for more pedestrian and bicycle access

Flagstaff is still a small mountain town. Widening roads will change the entire feel and move us closer to a metropolis. We should encourage an active, healthy lifestyle by promoting bike commuting, walking and the use of public transit.

If bike walking has incentive of getting around car congestion more people will use them.

Make these roadways pedestrian and bicycle safe

roads already unsafe for cyclists

I believe if widening of major roads would improve bicycle safety then it would be worthwhile to the community - I would be more likely to ride a bike if there was an adequate buffer between me and traffic

Widening or a bypass needs to happen. Traffic has become significantly worse over the years on the west side of town.

I was always a bike and pedestrian commuter. I love this way of getting around. Now in a more rural area with an unsafe option for biking and no public transport, I'm forced to drive. I would prefer to use other options if they are available.

Road widening will be incredibly expensive.

We should discourage car use.

The congestion on Milton and downtown is due to NAU and tourist traffic. If there isn't a bypass and significant parking improvements downtown it will just get worse. Widening Milton is the only thing that will relieve this congestion until a bypass is considered. I would recommend building an overpass right over the top of Milton starting with on ramps at Target and then continues over Butler with exits at intersection by Sams Club and continues over the train tracks and ends on the east side at 4th street then cross town commuters have a faster option.

I moved to Flagstaff for trails not roads

Increased incentive to bike/walk will help encourage healthier and more cost-responsible alternatives for the City.

Visitors to Flagstaff primarily use vehicles, the road system must have a carrying capacity large enough to meet current & future traffic loads.

Widening roads will encourage drivers to drive faster, putting our pedestrians and cyclists at risk. Higher risk means fewer cyclists and even more resulting auto congestion. We should be encouraging cycling and mass transit, not discouraging it.

Many of the bike trails and bike ways are not very safe in their current form, and the nearest bus stop to my house is a mile and a half away. Improving safety and increasing coverage would definitely increase my willingness to use alternative transit.

This is a more sensible approach

The original roadways are no longer adequate to support current traffic patterns but safety of residents comes first.

Anyone who has walked next to Milton knows how horrible traffic and car pollution is. Providing a good and punctual transit system with safe bike lanes would be the best option to reduce city traffic.

Widening roads (more lanes for cars) negatively impacts the small town feel of Flagstaff. Alternative routes to disperse car traffic, improving public and bicycle transportation routes are preferred to retain Flagstaff's flavor.

The neighborhoods that may receive this expansion are not rich. I believe that it would be especially burdensome to such a population if they were to be displaced. If Flagstaff wants to continue its awesome "up and coming" status, it should take advantage of the opportunities that it has now to expand in an efficient way- investing in things that great new cities have like bike rental programs and well designed public transit

I think that we should encourage the reduction in car trips in Flagstaff. While some people will never change their habits, I think many will if biking and walking is made safer and more comfortable.

The bus system is so abysmally awful (saying this as a current driver for NAIPTA). Without more logical planning, ridership will not go up, hence it makes little sense to throw more money into that pit. Plus, as much of a tourist town as Flagstaff is, widening/modernizing major roadways like Milton makes the most sense.

This will only encourage the constant expansion of roads. It's a cyclical feedback loop and I do not think a small town like Flagstaff needs that.

Widening to accommodate congestion on arterial roads. Widening in high traffic residential areas should focus on accommodating public transportation and development of bicycle and walking lanes to encourage alternative means of commuting.

If it's not broken don't break it how about fixing the timing on the traffic lights to stop congestion during all times of the day or night

Wider roads increase traffic if alternative options aren't enhanced.

Much of the traffic along major roads coincides with tourism/NAU events so I don't think investing in buses, walkways, bike lanes will have enough of an impact on traffic.

Because I would use the bus more if it were more convenient, ie, had more stops, more buses on route to limit wait time, etc.

We need to encourage more people to get out of their cars. Widening roads doesn't do that.

Many of our 2 lane roads no longer serve our traffic needs. Humphreys is the best example of this! b

Does wider roads mean wider, separated bike lanes? This question is not clear to me.

Widening roads is disruptive, and seems a slippery slope to just widening it again. Mitigate LOS issues with alternative travel options. Keep pedestrian safety paramount - there are tourists here, too.

This survey question doesn't get entirely at my opinion on road widening. Does Flagstaff need to address the growing population with better transportation options? Yes. Could the city address these concerns by widening some roads? Yes. However, we are living through climate change and widening roads sends a signal that driving is an appropriate mode of transportation. Thus, it would be much more responsible, in regard to the environment, and maintaining neighborhood integrity to invest more into alternative transportation.

People want to ride their bikes and take the buses. It is very dangerous for bikes. The small lanes that we have, which is only on a portion of our roads, is not enough. If we had a biking system like they do in Europe, people would be more likely to bike. Which would be a decrease in cars and a lack of need for more roads. If we are going to widen roads, let's do it for better bike lanes and bus lanes.

Living in railroad Springs and with the new development being built on Woody Mountain road, traffic will only get worse here. All throughout Milton and 66 is a

nightmare to drive through during busy parts of the day, not to mention when tourists and NAU parents and families are here.

I road the bus a lot. Makes sitting in traffic seem like a breeze.

In the long run widening roads will be necessary.

I commute via bicycle 90% of the time, and utilize the bus system the rest wine rarely using my car except to leave town. The answer i chose invites a greener, more active community that is safe to get around. This answer is encouraging to be active and preserve the natural community feel. The more people we encourage to ride bikes or the bus and walk, the less cars, traffic and better commuter safety

There are some areas where widening is necessary, but this needs to be done with caution. I'd want pedestrians and bicycles to be considered in any widening project.

I greatly prefer to ride my bike around town instead of drive- better bike infrastructure would mean I could do that more often and keep my car off the road.

It would be more forward-thinking and sustainable to expand bicycle and pedestrian access, as well as mass-transit, than to invest in a road-widening.

Decrease congestion on main routes in city

If bus/transit was better with more buses available, i would use less my car! If bike lanes were more safe i would use my bike more too!

If walking, biking, or taking public transit is comfortable, safe, and more convenient, then people would shift to use those modalities. I strongly disagree with continued investment in the technology of yesterday: the infrastructure to support the single occupancy oil dependent vehicle transportation network.

I love to cycle commute, but when I am riding down old Route 66 in an unprotected and tiny shoulder next to cars going 50 mph, it's not a good time.

I would happily take the bus most of the time if I could access it more easily.

I am an avid cyclist and spend most of my commuting time on my bike. In the winter I share a vehicle with my roommate if the weather is particularly bad. I believe that widening roads will only cause unwanted development to the community. Development that will ultimately bring more and more traffic. "If you build it, they will come" mentality. I've seen it happen before and know that if Flagstaff makes room for a larger population, then the population will continue to grow, and it will never reach a balance. We should strive to encourage people to try and relieve congestion in more helpful ways (biking, carpooling, and using public transit) in order to get around. Not make room for more vehicles on the roads.

Too many people in this town drive. Rush hour is unsafe for cyclists and pedestrians. I have a near miss on my bike at least once a week while bike commuting. I have read several reports stating that the more people a city has riding bikes, the safer that city becomes for cyclists (because drivers become more aware of bikes on the road). Flagstaff is a town that values the outdoors and the environment. I hope that we live up to these values in the future by spending money on infrastructure that encourages people to use more environmentally friendly forms of transportation (buses, sidewalks, trails) instead of driving their cars.

only widen if you can put in bike lanes and promote biking. EVERYONE should feel safe biking in Flagstaff

Make this town more bike friendly

People will always drive, but we need to be very careful about how urbanized we get. Lets really xpand our pedestrian / bike usability and have the police enforce bike laws on the road

Because of our weather and distance between two sides of town, it would be unreasonable to expect that I would have time to walk or bike to some of the places I need to go.

Strangely enough, Milton is one of like two major roadways in Flagstaff, yet it doesn't have bike lanes, and the sidewalks are so skinny and crappy that it's really hard to ride a bike on them. It needs large sidewalks like Beulah Blvd

Even during the 'worst' commute times, it still only takes around 20 minutes to get where you need to go (excluding snow play traffic...). What we need are safer lanes for bikes and a bypass to the north side of town.

widening is only a temporary fix, prefer limited widening AND more mass transit

Each project should be be studied to evaluate the impacts

What's the rush; ride the bus, bike and walk.

I don't believe it is realistic to think people are going to bike and walk more just because I am willing and do. Gotta do something.

This would help to preserve what's unique and desireable about our town.

Just widening roads does not resolve the traffic issue. You need to get people out of their cars. I moved from a city with 12 lane freeways and still had to sit in traffic.

attempting to accomodate ever-increasing volumes of traffic is analogous to 'rearranging the deck chairs on the Titanic'. Developing alternatives to individual car use is best solution. You can start by

The only hope for easing traffic in Flag is if people will start unsing public transportation or biking alternatives, I don't think that will ever happen but it is the only hope

I am in general opposed to all new construction. Sometimes I think economists and city developers just see "growth" as inherently good without thinking about the bigger picture. I understand the reasons for widening roads to reduce traffic, but the important question is, "What brought the increaded traffic?" I would say we need to drastically decrease all construction in the Flagstaff area, and that would put a stop to our traffic problems. Widening roads is treating the symptom rather the cause.

I feel our community should encourage less vehicular traffic by utilizing walking, biking or busing. We need to realize that we just can't continue to get bigger and bigger and just widen the roads, we need to find thoughtful alternatives that work for a variety of lifestyles and also work to keep our city clean and decrease our environmental impact

Some roads need widening, but these decisions require careful consideration

I agree that, due to the city's growing population, wider roads are important. I also believe that there are other areas that need development and we need to make sure the limited financial resources are distributed properly. Plus, these very same developments will need maintenance in the near future.

We have already accumulated so much hidden avoidance load (I and many others avoid Milton as much as possible) if you increased its capacity all of us would get back on it and you'd need to increase the capacity more! It's better just to make more pleasant transit, bike, ped alternatives that are year-round and are genuinely pleasant. Also stop increasing the load with development that is not linked to traffic loads. we require development to have parking but we don't pay attention to how it will affect traffic till its too late.

Given the density of urban Flagstaff I see no other way to madatorily ease congestion, as opposed to hoping dollars will effectively be spent encouraging alternate transportation. Ideally I would move the train south, creating a through passage vs business, but unless the City wins the Powerball I know that can't happen.

I work @ NAU. Free bus pass. However, the appropriate departure time from Cheshire would not get me to work on time (8am).

Widening could be a later option to dealing with growth. Widening is not always the best option for all areas. All neighborhoods might not benefit from widening in the same way as major transit thoroughways.

I would rather widen than build a bypass.

I had difficulty choosing between "comfortable with widening and avoid widening, invest in bus,etc. I think of how much easier Fourth St. overpass has made. But, with more traffic, I would bus/bike more. Realistically, I will keep my car.

Milton currently does not have safe pedestrian and bike access for the entire length of it therefore nobody can choose that option. We need to limit the number of new students enrolled and invest in healthy transit.

Walking is the easiest way to stay healthy and enjoy the community.

Traffic gets so bad, that even buses and bikes/pedestrians are impacted. We should be careful of our neighborhoods, but safety and ability to get from point A to point B is important.

widening roads doesn't really solve the traffic problem. However, providing other options in bike/transit/walking options limits the amount of cars.

We need a cultural shift to public transportation.

There is a big difference between widening Rt 66 and Milton versus widening Lockett which is a neighborhood road

The roads network needs to have more "connectors" between major intersections. Link up West Rt. 66 with Butler ave. across Milton. I favor projects like that.

Widening of roads will just result in more cars driving faster. We need alterative vehicular routes to these major roads.

Gridlock keeps Flagstaff residents home on weekends

Milton lacks adequate bicycle lanes and means of alternative transport that would greatly lessen the congestion if implemented properly.

Traffic is horrible.

Widening the roads is not going to help with congestion in the long run. We need a better solution.

If you building more then that's just more to maintain while it already hard to maintain and upkeep what's already available.

Let's try to keep Flagstaff a smallish, beautiful place

Milton is the bottleneck if flagstaff. If cars & buses could travel faster than 10 mph with lights timed accordingly it would flow better causing less back up in problem areas

Waiting sucks. Cities larger than Flag have this down, why don't we?

Flagstaff has had issues with traffic for 40+ years. Past city councils have tried widening roads then allowed growth to out pace transportation needs. We need to make people who want to move here understand that alternate modes of transportation will have to be used if you are going to live here or the council needs to check growth until they can figure out the transportation issues.

I do not believe making Milton wider will improve our traffic congestion problem over time. I believe we need to expand arterial roads and create connections between them to disperse traffic off of Milton and on to other streets. Widening Milton will discourage people from walking and biking, leading to more single occupant cars on the road. I would love to bike to work and around town but am terrified of biking on Milton and other unsafe roads. More connections that distribute traffic, for cars, bikes, buses and pedestrians, are what this community needs.

There is already too much construction in Flagstaff. I would prefer to encourage current walkers/riders to continue their commute in this way versus encourage more people to bring cars to Flagstaff. I also know that it's not an "if," but a "when," for when construction would dramatically impact walking/riding. As it is there, there's all of two crosswalks on Milton.

The more we can do to encourage bike and foot traffic, the better we'll manage traffic in the long run

I believe Milton could be widened, as well as Fourth Street, and possibly Route 66 in specific commercial areas. I do not support widening streets in areas that are primarily residential for concerns about safety and less walkability.

Milton is already too wide. We should be investing in transit, bicycle, and pedestrian infrastructure instead so that people can rely less on their cars.

widening of roads is a short term gain with significant long term losses.

The roads are too small. They must be widened.

I would prefer other options such as safe biking and busses.

Not interested in FLG becoming PHX

It would be well worth some inconvenience to know better roads are under construction.

The intersections on Milton Rd are extremely dangerous. Widening them would increase traffic and accidents. We need to find a way to get residents out of vehicles.

Just widening roads does not resolve the traffic issue. You need to get people out of their cars. I moved from a city with 12 lane freeways and still had to sit in traffic.

Humphreys needs major attention

Ft. Valley road needs to be widened for safety.

existing roads and signals are inefficiently used

There are no bus routes by my house (West Route 66) so it would be difficult to cross town on public transit.

Road widening should be VERY limited- there are few areas in the city where it's possible w/o ruining the feel of our city.

There are some spots, i.e.: curve before downtown, that are too gridlocked. Otherwise, I can wait some and walk/bus.

Heavy congestion on 180 thru downtown thru Milton.

We need to plan for the future and assume congestion on our streets especially the didn't own corridor will only get worse

Wider roads just turn into wider parking lots. Build bypasses and ped/bike infrastructure to get fewer cars on our existing roads.

Only some limited roads need widening, but it is not a long term solution. Alternate modes of transportation are.

You will destroy the fabric of the community with wider roads.

Trails and sidewalks YES! Buses NO!

I support any option that encourages more biking/walking.

We should have widen roads before building schools and other things.

I bike into work as often as I can, and Milton is so dangerous that I avoid it even though it is a more direct route. Cars drive too close to me or try to run me off the road when I bike on Milton.

I would like to see better bike lanes for cyclists and better sidewalks but I would also want any construction to consider the impact it would have on local businesses and residents.

Widening roads often results in substantial increase in numbers of vehicles/trips (and so does not achieve any net improvement in congestion). It also has a negative impact on pedestrian and bicycle use which I am in favor of encouraging.

Milton is a current disaster and needs to be addressed

I strongly feel that the more both the city and employers invest in making cycling a safer and more convenient option, the better off we will all be. It is likely the least expensive (and most environmentally friendly) way to deal with our transportation needs.

Don't want to lose the Flagstaff feel

Can't remember term used on meeting where guy presented info on better bike trails, etc. for City of Flagstaff. You adjust the present road with wider bike paths, getting rid of middle turning lane. Works in other bike friendly cities.

we will never build ourselves out of car congestion. we need different solutions

Building more roads/widening roads doesn't appear to solve congestion problems, at least if one looks at growing cities like LA and NY. At some point we need to stop promoting individual transportation choices, and encourage a shift to public transportation and biking/walking alternative forms.

More housing is coming and those people will only be using the roads.

We are an outdoorsy community and that should be encouraged for our health and our economy.

I believe bigger is not the solution, but make it efficient. This has already been tested in more proactive cities. We should be on the leading edge of this, not trailing in exhaust fumes.

I support limited widening and widening for specific reasons - I am comfortable for minimal widening for ped and bike facilities and specific strategic locations for transit, but NOT for clear cutting roadways to add more general purpose lanes - which just drives up traffic volumes. Use ITS and other new technologies to best use the right of ways we have, incorporate strategic development of new right of ways with new development and build in multi-modes.

Spent 3 years commuting up Milton to Humphries to Fort Valley. Given the RR blocks improving traffic flow N&S at least improve what is there.

You have the opportunity to avoid the technique used by most US cities: widening lanes to accommodate unlimited demand for cars. Instead, you could build a European-style urban core in which it's actually pleasant to walk and bike most places, or to take transit.

I also support limited widening of major roads, if done with sensitivity to safety and protecting neighborhoods.

Widening roads increases traffic speeds and results in much larger pedestrian and cyclist fatality rates. Faster, more dangerous traffic will discourage many people from walking or bicycling to work and ultimately increase traffic as people who currently use alternate methods of transit must drive for safety purposes.

four lane to three lane safety conversions have proven to be very successful and safe.

I support widening Milton, downtown Rte 66, Lonetree, and maybe 4th street; but that's really all I think needs focus.

Widening roads make traffic congestion worse

I don't fully understand how or where we would widen the roads. I am not entirely used, but it seems difficult to do in many places I can think of that need it. Some of my family members would like to ride the bus, if there were quicker connection times or more schedule options. The idea of displacing businesses and homes makes me uncomfortable, but hard to assess without knowing the specifics

Get people out of their cars. That's the reason for all the congestion

Widening roads shouldn't be viewed as a solution to congestion (the new supply just drives up demand), but as an opportunity to add other transportation improvements. Signal modernization and optimization should be done before widening to make better use of existing capacity.

I think that development is coming and limited widening of some streets or creating turning lanes will hopefully make major streets safer and more fluid.

You can't build your way out of congestion and just focusing on widening the roads does not get at the heart of the problem.

I would actually like to see a blend of bullet #3 and #5. More finished sidewalks are needed and funds used for upkeep with more people using transit, but there are times when the influx of people for special events makes driving on Milton and downtown very unappealing to those of us that live here and limited widening may be helpful.

Some road widening is necessary, but I think we need a bypass to Milton/Humphreys, Ft. Valley Rd.

I support widening to accommodate bus traffic, but I don't feel widening on Milton will solve the problem. It will only create bottle necks in new places. Traffic light timing or lack of is the big issue.

The question presumes that widening roads increases the speed at which motor vehicle traffic flows. Not only is this idea fundamentally flawed, widening roads can also make for safer bike/ped facilities while increasing net vehicle traffic speed and with narrow vehicle lanes slowing traffic. City engineers need to get "up to speed" on modern infrastructure for our City!

I support spending on bypass and alt routes / improvement, optimizing signalization and multi-modal

In my experience, road widening leads to faster speeds, more congestion, and decreased aesthetics. A wider road sacrifices safe and pleasant bicycle and pedestrian infrastructure. Is Milton a particularly pleasant route to walk or bike? If it were a calmer, safer route, would it support more small businesses and have a feeling of invitation? Will more roads like that around town increase the number of people who decide to drive and decrease the number of people willing to spend time in those areas, seeing them as destinations rather than something to just "get through"?

Widening roads just makes more cars go on them, and isn't the answer for our congestion problems. Widening roads downtown on Milton will just destroy the character of our historic downtown

I would love to see Flagstaff's values reflect an older community feel rather than everything designed around motor vehicles.

Please select the one statement that you agree with the most regarding your views on the need to BUILD BYPASSES as a transportation priority. Tell us more about why you chose your answer.

I don't see a need for a bypass by the mall, however from 180, yes. People will still come into town to eat, drink and shop if so inclined. But many folks just want to get where they are headed, so a bypass would really help with the traffic issue

Again, unclear about the meaning, but opposed to bypasses in general. Particularly a 180 bypass, which would likely have a huge impact on open space and wildlife. I don't think we should sacrifice these important, distinctive, Flagstaff resources in order to alleviate congestion a few weekends a year generated by the ski industry and out-of-town tourists (and I'll be living on 180 in a month). There's also the consideration of long term predictions of rising temperature, and the effect that might have on the ski industry and associated tourism. It'd be a shame to build a bypass through remarkable open space only to have it become unnecessary due to decreased skiing opportunities based on rising temperatures.

A bypass has more hope of alleviating traffic in densely populated areas without encouraging more traffic.

Bypasses allow emergency access to rural areas that are cut off by heavy tourist travelers.

A bypass inside city limits would destroy the look and feel of our community

Wildlife connectivity, less fuel imissions

A bypass seems to go against the environmentally friendly and small business supporting role that flagstaff has boasted about. A bypass would not only be a long term and highly expensive project, but it would drive customers away from small businesses as well as increasing our carbon foot print not only with construction but with the impact on the surrounding environment.

The biggest argument I hear is diverting customers from downtown. It is a two+ hour drive to Phoenix with little to no good options on the way home. If people are hungry on their way out of town they will make time to stop.

I hate the idea of a raised bypass. Ugly!!! But, if a bypass would be on the ground and done with sensitivity to the open space etc. that is ok.

Most of my opinions on this topic are expressed in my previous long response to the above question. My view is that currently congested streets make it obvious to both residents and visitors that the way to get into and through our city is not in private cars that often contain only one passenger. I really believe that with our exceptionally mild and sunny climate most of the year, that if more local citizens moved to using mass transit, waling and bicycles for the majority of their local trips (as I and my family have done in the last decade), then the tourist traffic congestion would be alleviated, as there would simply be fewer cars trying to move through the city at any given time. Again, I believe that the outdated approach of building more and wider roads and creating bypasses, simply encourages more of what we are suffering from already; increased air pollution, and more cars attracted to areas where citizens and residents are now saying that they want less noise and more pleasant living conditions as pedestrians when they are able to avoid use of private vehicles - thanks for considering my comments on this topic.

cant build your way outa congestion

See comment above again. Building bypasses and widening honor the 1 driver 1 car paradigm. Unsustainable.

Careful consideration of another railroad under/overpass is needed for the west side. Never should of redesigned the country club interchange, resulted in less efficiency and more accidents.

I strongly oppose the 180 bypass. The 89 bypass I less strongly oppose, but still oppose.

Impacts do not outweigh the benefits for the city.

Let's do it! Widen those puppies even it means more money in the short term.

Limited bypasses will help with flow particularly to diminish congestion at Milton and 66.

Voted for 180 bypass at least three times..allow through traffic to avoid Flagstaff.

I live on 180 and am concerned about the traffic- but I'm not sure a bypass would be good for the city's businesses. Road widening in town would be a terrible mess and would be bad for local neighborhoods. I'm not sure what a good solution is! I love the urban trail and ease of use.

Establish a park-n-ride program - Hwy 180, for example, sees traffic overload especially during ski season, I think a transit system to and from the mountain would alleviate the congestion and general irritation among residence along the 180 corridor

Mostly snow traffic on 180

I don't think anything is necessary on 89. 180, in the winter because of sled and snowball traffic is a huge problem. I used to live in Coconino Estates, and felt like I was a prisoner in my own home because not being able to get out. Trips had to be strategically timed. Instead of a bypass, putting in a sledding area south of town near Munds Park would alleviate sledding traffic and trash in town. They all stop on the side of the highway anyway, might as well build a sledding hill to capture them all. I moved from Coco Estates bc of that winter traffic. I now live off Lk. Mary and get to avoid Milton like the plague. I use I-40 to get to mid town, and the East side.

Disrupting major corridor pathways for wildlife can cause both harm to the animals and to humans. A bypass must be carefully selected to minimize habitat loss.

A bypass to the 180 around the Milton and Downtown area is a necessary expansion. The traffic on winter weekends is terrible and unacceptable.

Some of these areas are such a mess. Bypass is overdue.

Bypasses do not fit the character of Flagstaff

See above answer bypasses could help but i think they need to be in town.

It really depends on the location, but I would not want a major impact on natural, archeological, or residential spaces.

Bypasses should accommodate/improve bicycle/foot traffic also.

180 cannot easily be widened. A bypass is the only viable way to reduce congestion hazards. BUILD MULTIPLE SNOW PLAY AREAS OUTSIDE OF THE 180 CORRIDOR!!!!

I am opposed to anything that may have a negative impact on the environment. I moved to Flagstaff for its natural beauty, not for another paved city.

This gets the vehicular traffic away from the areas of congestion-

A better bus system and safer bike lanes would provide as much accessibility without taking away from local businesses or wildlife.

Forcing visitors to drive through commercial zones is not a solid business practice. Disperse the traffic to alleviate bottlenecks and give the locals better (more fuel efficient) paths to their destinations. Business zones can use other methods to attract customers, like advertising, events, and attractions (e.g., History Walk, Art Walk, etc.)

During snow months we don't want the traffic on my side of town

Again, since traffic is impacted most by tourism, I don't think other methods will have as significant an impact.

HWY 180 is a disaster during peak snow times, but is also difficult to drive on during peak summer months with Grand Canyon traffic. I have sat for several minutes waiting to be able to turn out onto the road. Also, the increased traffic affects the character of the neighborhoods along the road.

The necessity for bypasses in Flagstaff can be more efficiently addressed with less expensive options like snow play at Fort Tuthill.

Impacts to sensitive resources can be effectively avoided, minimized or mitigated with proper environmental planning. Bypasses tend to serve those who are already aware of community businesses, so do not really detract from those.

While I could see that building an overpass at 180 would be beneficial to people who ski at Snowbowl; it seems like a better use of our tax dollars would be to build a bridge at Lone Tree. This would serve more of the Flagstaff community and relieve more daily congestion (rather than just tourist congestion). However, if building an overpass at 180 would benefit the community & facilitate fewer traffic congestion issues for residents, as well as tourists - then building an overpass at 180 could make sense. It seems like having hundreds of idling vehicles stuck in traffic is just as/if not more so detrimental to wildlife, and the health of our community.

I'm unsure about the specifics of the bypass idea.

Impacting the beauty of Flagstaff is the last thing I want. Instead of encouraging daily drivers, large roads and busy thru ways, I feel we should move to a more efficient mass transit and bicycle lanes.

The gridlock on 180 is both inconvenient and a safety risk (no way for emergency vehicles to get through.) I'd prefer having it widened to allow for a passing/emergency lane, but understand a bypass may be the only answer.

Alleviate traffic congestion

If bus/transit was better with more buses available, I would use less my car! If bike lanes were more safe I would use my bike more too!

Who are the bypasses for? Locals, visitors? Again, in general, I strongly disagree with continued investment in the transportation network approach of yesterday: focusing on cars.

Again, I am an avid cyclist. I can get everywhere I need to go without using a vehicle. Bypasses, when not planned or designed well, ultimately damage neighborhoods, take traffic away from certain areas that count on it, and lead to more harmful and negative impact development. Generic box stores, gas stations, etc. that harm local businesses. Flagstaff has the opportunity to keep its character and manage and balance that with its blooming popularity. The goal should be preserving that by encouraging citizens to commute in more environmentally friendly way (both the urban environment and rural).

the people that won't stop in town, won't stop in town just let them get through.

Bikes!

Route 66 is a mess, especially at Steves Blvd. A bypass out help tremendously

Would love to see a bypass to keep snowball traffic off of Humphreys

Yes, the hardest part is going to be federal approval. Flagstaff is bound by the Forest and uncountable resources are at stake, but this community is only getting more popular. If you start the process now, you could be constructing in about ten years. It's not a quick fix, but as long as you plan WELL (plan for unforeseen obstacles) it can be accomplished.

again, limited bypasses ok w/ increased availability of mass transit

Pro not bigger than con

For the same reason as above answer.

Too expensive and destroys open space. We are currently already destroying the very reason most of us live in Flagstaff....the natural beauty.

Same as before, it is ridiculous to think that Flag can grow at the proposed rate and still keep somewhat of a quality of life, this is already an impossible place to live.

I am opposed to bypasses in the same way I am to expanding roads (see my earlier comment on the problems of thinking "growth" is always good). I am especially opposed if it negatively impacts archaeological sites. Some bypasses might be OK but never if they harm an archaeological site.

I feel our community should encourage less vehicular traffic by utilizing walking, biking or busing. We need to realize that we just can't continue to get bigger and bigger and just widen the roads, we need to find thoughtful alternatives that work for a variety of lifestyles and also work to keep our city clean and decrease our environmental impact

I feel like bypasses will just open up Flagstaff to too much expansion and sprawl

I think the traffic from the ski area makes travel time excessive and increases pollution from stagnant vehicles. I think if people need the services provided by local businesses they will seek them out. We've made it this far with said traffic so it seems the wait for the federal approval is feasible. I believe that it is important to be sure that the wildlife that already depends on certain areas is not eliminated

Living in Cheshire I see no other way to alleviate snow play traffic. Past business concerns are unfounded. Those who stay in town can easily find food, hotels, and supplies. I would think that the majority are coming for a day's play and going home.

The success of the 4th St. overpass in adding another way to cross town w/out dealing w/trains.

We have a lot of "pass through" traffic that does not need to add to the traffic of Flagstaff residents.

I don't go to this side of town very often. I would probably not ride bus or bike unless it was a routine trip. I don't want to impact archaeological sites or open space in this area. Compared to Humphrey's, this area is more open and less developed.

I live off 180, yes it's bad for 2-3 weeks a year. Close snow play area & build at Fort Tuthill

Bypass is attractive to me as a resident of coconino estates, however if I could just get safely across Fort Valley on foot somewhere near the Chevron I would be happy.

Bypasses need to be especially careful of impacts, but with the number of people on the road to destinations, a bypass may protect more than hurt.

Bypasses encourage more travel with single-owner cars.

You need to control the snow related traffic with other options such as a play area south of town. Instead you are catering to Phoenix people.

We need to have bypasses around Milton/180.

A bypass around 180 is the only way to go for that road - there is too much traffic to Grand Canyon, Snowbowl, etc that could be alleviated with mass transit, etc

We must move traffic off the main thoroughfares because these roads cannot handle the amount of traffic

Traffic is horrible.

If people want to stop in flagstaff during long trips, they will anyway. forcing them through town is just an increase in traffic and frustration. I fully support a bypass for US 180

I believe that this is something that will help get rid of congestion.

Again, the more you build the more you have to maintain.

no real alternatives to moving traffic pressure

There's research out there that says bypasses have more disadvantages than advantages. Can you have over passes and still be a dark sky city?

bypasses make sense and transit can use them as well for more frequent service

Snowbowl needs to go back to having buses that travel up and down the mountain and the city could expand bus service to the bottom of the mountain.

I would rather see connecting streets built instead of bypasses.

IF DONE WITH SENSITIVITY TO WILDLIFE AND CULTURAL IMPACTS, I believe that this will help reduce congestion on the roads.

I think strategic bypasses could be very helpful in relieving congestion from pass through traffic, though I am concerned about the impact on businesses in the area and would want to see data about potential negative impacts to local businesses.

This has been opposed by the majority several times and is a reflection of individual preferences that are not in alignment with the Regional Plan or the CCCP.

I agree that all, or most, of the options under consideration need to be funded, but to proceed without several new bypass is extremely naïve. Everything else allows us to keep things from getting worse, but will do nothing to solve the inevitable increase in traffic that will occur despite our best planning efforts.

Nice things cost money.

Bypass options are badly needed

Again, any temporary inconvenience is worth it if better traffic flow were in the works.

I would like to see a bypass out to the snow play areas on #180 that does not go through town and out #180. Winter snow play traffic is overwhelming to residents along that corridor.

Too expensive and destroys open space. We are currently already destroying the very reason that most of us live in Flagstaff...the natural beauty.

180 and 89a are main arteries that are only going to get busier as the states population grows. Gaining approval and creating bypasses is imperative for the business and residences located along these arteries. Building bypasses and expansion is inevitable. The process should be started now, so that they can be in place before we have complete gridlock, deterring tourist from visiting the area and reducing the quality of life for residence along the arteries.

Congestion along Hwy 180 and Humphreys during peak visitor times has become hazardous and holds affected neighborhoods prisoner in their own homes

we should be catering more to environmentally friendly forms of transit than cars

Congestion is so bad I think tourists loathe the idea of stopping to dine or shop because they just want to GET OUT and go home. If we had a bypass maybe the lesser congestion would actually make them feel more at ease to stay and enjoy.

Downtown Businesses are losing out now due to traffic congestion and lack of parking

Af Flagstaff grows, our businesses will become less reliant on tourist dollars, and able to thrive on money spent by locals. Making downtown convenient to Flagstaff residents is key, and building bypasses achieves this as well as improving congestion and safety.

It needs to be done on 180, it's unsafe for those of us who live in 180 and deal with the traffic. Especially in an emergency.

More Trails. But eliminate Buses

We have to!

I want to see an alternate route to 180 that alleviates winter traffic to Snowbowl.

US 180 is in need of an alternate route to southern parts of the state to help alleviate congestion during peak use times.

I do not experience an issue with this.

Because we know that certain locations are generating many of the trips through congested areas, it makes sense to divert as many of those trips as possible.

A bypass is the only practical option to address Milton congestion.

Emphasis on sensitivity!

Bypasses are required because the heavy traffic users that would benefit from a bypass do not LIVE in Flagstaff, but commute to or around Flagstaff.

Build a bypass at Fort Valley Rd and Humphreys St

we do not need to build anymore with an automobile focus.

At first I thought a Hwy 180 bypass sounded logical, but I know believe a "bypass" is horrific option for both economic and environmental reasons. We need the dollars of people passing thru town and paying into our BBB tax. We don't need dispersed development (think pit stop/highway type development) that would be a byproduct of a Hwy 180 type bypass. Get more strategic about coordination of snow play/tourism ,park and rides with County/Ft Tuthill, work with ADOT to use creative lane configuraiton for the "snow" days, CREATE penalties for driving to snowbowl, work with Forest service and Snowbowl permit process to limit public use of Snowbowl road so that you HAVE to take a shuttle service. Or seriously charge for parking up at snowbowl to generate revenue to help pay for shuttles. The concept of a bypass between Mt Elden/behind Buffalo park and popping out at Shultz pass violates most of the RTP'S "values" outlined and would be a HUGE no from Flagstaff citizens.

Bypasses usually adversely affect the existing business, and push the traffic problems onto other residents.

As long as the economic survival of this town is tied to NAU & tourism, it has to be accepted that improving the flow of out-of-town traffic is an imperative, fundamental need.

This would have to be seriously considered; I feel like the city often says they'll be sensitive but are in gross negligence of actually being so

I would gladly pay higher civic vehicle registration fees or sales tax increases to fund railroad bypasses (over or under...under would be aesthetically appealing for downtown life) at Beaver, San Fran, and Ponderosa Pkwy

The idea of bypasses sounds ,ore helpful to traffic with less negative impact to neighborhoods and business overall. But I do value our open space and cultural sites.

Building bypasses will likely hurt businesses affected by the rerouted traffic, but maybe a 180 bypass to Snowbowl makes sense, although the cost and legal hoops might not be a worthwhile place to spend limited resources

I think bypasses can be planned with sensitivity and although expensive will one day be necessary to move traffic through the city.

Bypasses, especially along Hwy 180, are only needed for very small periods of time, like when Snowbowl is congested. This is like 10 days a year. Why spend millions for a problem that occurs so infrequently?

I think wildlife overpasses and dark sky sensibility can be built in.

Bypasses are great ways for local traffic to get to and from work. Through traffic already use 40 to bypass Flag, so a bypass would only benefit the local population.

See above comments. Engineers with the City need to be versed in modern infrastructure strategies rather than loading survey questions with obsolete concepts.

I understand the reasoning, but I simply do not see how this solution to high levels of "drive through" vehicles would work, without massive disruption to our natural resources and local economy. Even more important, if money is diverted to this then that means less money spent in our core building better infrastructure for cyclists, pedestrian, and mass transit.

the traffic isn't that bad

Encouraging mass transit, cycling and walking is healthier both for humans and their environment.

Congestion = pollution. 180 traffic will continue to grow as Phoenix/flagstaff/ Arizona grow. It is just a matter of time

What score best describes your view about the importance of investing in improvements at the Milton Road/Route 66 curve under the BNSF Bridge? Tell us more about why you selected your score.

One of the biggest bottlenecks in town combined with US 180

Because traffic gets so jammed up for the left turn into Humphrey's and tourists don't have time/awareness to be ready for the left turn to the canyon

It's not the BSNF Railroad particularly, I believe the issue is the lack of options through/around the downtown area that aren't extremely congested. The area is a singular hub with spokes to the eastside, NAU, north, I40, I17, etc.

Town was built around the railroad not vice versa, towns responsibility to correct poor planning

I think what's most important is pedestrian/non-motorized concerns about this area rather than auto considerations.

Stop enrolling so many students 61st nau. We need to keep our community small that is what makes is unique.

I see this as a major concern with tourism, local commutes, and college student use all compounding the issue. The increased stress of users heightens the possibility of unsafe driving and further delays.

In particular, a good, safe pedestrian/bicycle route is needed through this area. The current situation puts both pedestrians and cyclists at risk of collisions with each other and with automobiles.

Build a pedestrian/bicycle tunnel under the tracks at Leroux and I bet more people will walk and ride.

I think a pedestrian/bicycle tunnel near Leroux and Beaver would significantly improve flow and might even get people out of their cars.

The train goes right through a few of the busiest roads in flagstaff. Move the train and train station underground, raise the tracks up and give us a bridge, or raise the road up and let us pass over the tracks unimpeded. Yes, it costs money. Yes, It will be worth it.

Cluster-&\$%#

I know this town and have lived long enough to know how or when to avoid major traffic jams, including deciding when to travel to or through certain parts of times and/or knowing the "backroads" to get from Point A to Point B. This answer applies to all questions in this section.

I think the expense to benefit ratio is just not likely to be attractive.

Safety for emergency vehicles is a nightmare. Add another crossing off Santa Fe/ grand canon road area to hook up eith old Route 66 by O'Reilly auto shop.

I feel that without proper attention to this area any efforts made to alleviate the congestion further in either direction would fail.

It's inconvenient to wait but that bridge is also part of the character of the town.

This fall, I was involved in a rear end collision under the bridge. I am not a fan of that traffic and live just two blocks from that intersection and see it all the time. I don't like the thought of lots of construction either however.

I am not impacted by it that much I have learned to avoid it. But, I would be nice for some type of improvement for that curve to be done - it does affect all.

First, if given the option, I would have provided a response of "0" for this one; that's how unimportant I believe it is to invest in "improvements" to this part of Milton. This choke point exists less than 1 mile from our home and the congestion associated with it was one of the main motivating influences leading to my decision to stop driving on a daily basis for short trips around town in 2005, and to ultimately sell my private auto in 2008. I have since benefitted from a much more active pedestrian and bike-commuting lifestyle, have lost over 30 pounds, saved approximately \$10,000/annually and have greatly improved my own quality of life (I love riding my bike past all of the stalled cars every day as they wait to crawl their way through the city - I myself used to hate sitting there in that traffic snarl, and fortunately, I was able to make the decision to take up an alternative transportation lifestyle - cycling/walking to get to most of my weekly shopping/job destinations within a 5-mile radius of where we live. Realizing that not everyone might be physically able to make the leap to this transition (and that I might not always be able to peddle my way around town) I therefore support expansion and modernization of our mass transit system, so that when walking or cycling is not an option for folks, there is a really appealing bus/tram system to resort to rather than having to buy a car and start driving around again in slow and inefficient traffic. Thanks for considering my input on this topic.

goes to nowhere 1 block later

I would like to see some of the proposed options before my reply would feel entirely qualified. It does contain one of my scariest maneuvers when cycling a left turn heading south.

This area will continue to be a problem and will only get worse as Flagstaff continues to grow in population, etc. This area needs serious attention and should be addressed sooner than later.

This is the most challenging issue to our transportation. It is also the root of most of the issues with traffic. A comprehensive plan needs to be considered to alleviate the congestion that starts here.

It's hazardous for cyclists and also seems to impede traffic flow, particularly when it floods during heavy rains.

I do not live on the west side anymore, but I do remember this traffic headache. As far as improvements go, this would be one of the first places to start since it can improve travel times through the city.

It might add 3-5 minutes out of my day on average. Not a huge deal. I do not support compromising open space to create a bypass, but I highly support increased bus and bicycle routes from outside areas. If more commuters from outside the city took the bus or road bikes, it would reduce congestion within the city, and city residents would also use this artery on bikes or buses if the flow and safety were improved. Hence, widening Milton may be necessary to accommodate this, but not without plans to increase transit and bike lanes.

I bike and walk to work from Cheshire and I frequently tow my child in a bike trailer. The interchange at Milton and 66 is frightening and incongruent with the rest of the route safety.

"The traffic in downtown has been a problem since the ill conceived one way "" experiment"" which shunts NAU traffic onto Milton/66 corridor.

Until NAU takes responsibility for the traffic problems (and parking problems) it causes, no widening or diversion will do anything but make wider traffic jams.

It is near impossible to ride a bike on Milton, especially under the RR bridge. A better solution and protected bike space would be great- many people drive instead of biking because of this safety issue.

I don't think the train bridge necessarily causes the bottleneck as much as the growing number of drivers vs. an antiquated infrastructure. Perhaps providing a loop at S Milton and 1-17 terminus that would route traffic away from the city - that would hook up with Hwy 180, for example, eliminating the congestion on Humphreys/Route 66/Milton.

Every time I am driving in that area there are pedestrians/bikers

I live in that area where the options are either sit at the shoulder to get to my house or sit in the long line at Rt66/Humphreys intersection. I have sat at the mercy of someone's willingness to pause for me to turn many, many times before. I also bike to and from work in downtown Flagstaff. The bike lane peters in and out multiple times along Rt66, and it is especially scary going into that shoulder (where Rt66 turns into Santa Fe). The road is crappy, the bike lane disappears, and I always feel guilty for using that sidewalk in front of City Hall, as nice and wide as it is, because I believe technically I'm not supposed to be on the sidewalks.

That area is always a cluster cuss. I avoid it like the plague-and choose Beaver to Butler, then Left on Milton. It is already terrible, and adding in the HUB, which in some imaginary world, passed a traffic study? It's a joke. Hub should pay for the road fixes there.

This is the worst part of traffic in the area. This point is the conversion of the 180, 89, 66, Milton(Phoenix traffic), and NAU. A 2 lane road cannot handle this. Some sort of bypass linking these roads could relieve much of the congestion in the west side.

It's definitely a bottleneck but because there are other slow areas on Milton it might not fix much. Would be very nice to have a bike lane through there though.

I'm not optimistic that much can be done. If eminent domain were more available, I'd be in favor of taking the properties where large off-campus housing is proposed to be built.

The first left hand turn under the train bridge needs to be eliminated now. People stack up right there and when it's busy people going south don't allow them to cut across. Essentially you stop a whole lane of traffic going north because of this. Then over half are trying to turn onto the next left into downtown. Eliminate that left turn and traffic will flow smoother under the train bridge.

I've found that this is the LEAST affected area by train traffic. San Francisco and Ponderosa have far longer delays associated with the train. I can envision one day that there would be at least one more under/overpass to get past the train besides 66, 4th, and Country Club, but until the town gets larger, it is not a priority

Personally I have not experienced delay or hazard as a result of this intersection, though I can understand concern. Improvements/widening seem a costly proposition.

I think utilizing other existing RR crossings and constructing bypass routes would be more effective than expanding the underpass. That being said, the north bound left turn lane needs to be improved.

I do not see any issues with this intersection other than we have not provided enough alternatives to auto transport. Focus on getting more cars off the roads, not expanding the roads.

For a small town, there is way too much traffic on Milton and it has drastically increased in the last year. Improving bike and bus options may help, but it is still a large problem.

It's a bottleneck that should be addressed - Glad it's not my job, it seems tough!

Only source of frustration in town

Public health, air pollution.

This is a main byway and needs attention to support the growth of the city.

As someone who bikes and walks everywhere, the bottleneck doesn't really affect me, and I think the money should go towards improving other methods of transportation instead of encouraging single-driver commuting.

The combination of the curve, the incoming traffic from Santa Fe/Sitgreaves, and downtown lights and congestion make this zone a nightmare to drive through. The traffic issues drive business customers away from visiting or stopping in this area (pretty much from downtown all the way to the end of town at Forest Meadows.

Funds should be spent creating new crossings possibly with elevated pedestrian passages

This could be a nice project, but I wonder how great an impact this would have on bikability in this area.

This is a choke point that must be addressed. Bicycles and pedestrians are forced to go many blocks out of the way to get safely from one part of town to NAU or to shopping on Milton. Traffic is dangerously fast here, with no safe crossings for pedestrians. What has become of the proposed tunnel west of this bridge? After years of discussion, ideas, promises, plans.....still nothing. What is it going to take?

Too much congestion due to trains

Those commuting to the mountain in the winter severely congest the turn onto Humphrey's backing up almost to the underpass at times.

It's not the trains fault it's the horrible timing of the lights and the traffic turning to head up 180

The curve area itself is not the cause of congestion. Traffic signals could be synchronized on Milton and 66.

I have experienced traffic congestion in this area, resulting in stress and near-accidents. I think it's safety risk for drivers but especially bikers or pedestrians (I've had a friend who was hit on his bike in that area by a car). It is important but other investments are also important.

Traffic is really bad during peak times. It has been a problem for 20 years. Something needs to be addressed.

This is one of several barriers to much easier bike/ped travel. If addressed well for bikes and pedestrians, many more people might ride or walk in this (and other) area and reduce traffic substantially

This is a traffic nightmare for residents of Flagstaff. Building a bridge at Lone Tree could serve to reduce some of the traffic congestion at this intersection. Perhaps building a bridge at Humphrey could do the same. Either way, this intersection is unsafe for pedestrians, cyclists, and drivers; and creates a serious cluster at almost any point in the day.

Additionally, I am curious about plans to revitalize Milton. Could Milton become an auxiliary downtown neighborhood, instead of a string of big-box businesses, without displacing revenue/income generators or residents?

This is a major problem for cars, bikes and pedestrians. It is along the main business, Scholls and tourist route. There are fee options to avoid it and it is dangerous.

It is a large bottleneck but as a cyclist I can usually avoid it entirely.

People need to open their eyes and see that there are plenty of other ways to drive around town, plenty of other roads to take.

I avoid going downtown or across town because of this. Many local businesses lose my business because of the traffic.

It is used for i17, NAU, and snowbowl traffic mostly. I want to see improve my for local citizens, not for tourism

I don't perceive there to be an issue with the curve. Maybe if i had more information on the cons, I could make a better decision. However, improving mass transit and bike lanes to a level where people really want to use them would make a large impact.

This problem is only going to get worse, and needs to be addressed.

I don't see the curve as a HUGE issue, but I choose to drive on Butler rather than Route 66 to get to Milton. I would be interested in seeing a bike path, though. I occasionally will ride my bike along the curve to avoid waiting at Beaver for a train, and I ride on the sidewalk because I don't feel safe in the road.

This is the most heavily congested area in our city and needs improvement.

again, if bus lines had priority lanes and there would be a safe bike lane, many people would opt in using transit and many more would use bikes more than they do now!

It would be really great if there was a pedestrian/bike overpass. Or at a minimum, improve access for pedestrians to cross in all four directions at ALL stoplights in the urban area and near NAU/Milton.

The curve is not the problem, it is the 3 closely spaced traffic signals on Rt. 66, incoming traffic from 180 AND the two rail crossings at Beaver and San Francisco.

The biggest hassle with this location is safe and quick passage around the train tracks for pedestrians and cyclists. a crossing/bridge over the tracks closer to Beaver or San Francisco would make the situation much better. When looking comparatively, the traffic in Flagstaff is not that bad when one looks at other cities. It slows during "rush

hour" but the vehicle situation is not that bad. I think that a major improvement would be a pedestrian and cyclist bridge over the tracks. It would also be a way for the city to encourage more foot traffic and bike traffic.

Milton needs a safe bike lane! Less people would drive down Milton if they could safely get around on a bike.

I ride my bike daily and this area with two kids age 6 and 8. We ride from our home downtown to Pine Forest School on Kaibab Ln. Traffic is insane at 8:00am, 3pm and sometimes random times. People make poor decisions and many teenagers are driving from Flagstaff HS in that area. Let's get more kids on bikes -- more people would ride if we had a safe passage from downtown to Milton and over to the Lake Mary area and back to downtown. We MUST create a bike passage (and pedestrian bridge) on either side of Milton and you could literally bike/walk everywhere without having to know the "back ways" People are carrying their bike over railroad tracks to avoid the "last minute turners" at the Milton/E Phoenix. We are trying to use that new pedestrian walkway but it's not good enough. At the very least the sidewalk on the North side of Phoenix should be repaired so you can cross early and make the left onto the pedestrian walkway back into town. I rarely ride my bike on a sidewalk but in this case it's the only safe passage.

More people means more bottleneck in that area. Needs major improvement and flood mitigation.

It's the route we need to take to get to work, take kids to school, and grocery shop - an awkward and congested area. Also, really need the FUTS railroad underpass at Walnut.

I rarely have traffic problems at the curve downtown. Its mostly along Milton at Plaza and Riordan due to close proximity of two lights

It seems like the issue is all of Milton, not just under the railway bridge. It backs up all the way from Plaza way. Let's address that as well.

I don't drive, so I guess I don't care that much. Also from what I've seen, that curve doesn't seem nearly as bad as the rest of Milton or route 66. The real problem in route 66 and San Francisco in my opinion.

This is a very dangerous intersection, but I see the problem being that little side merge more than the railroad. Traffic can go under the grade, the problem is impatient people trying to beat the lights and then getting caught in the middle of the intersection. The problem is more at the intersections of Humphreys and Beaver with 66. Humphreys has too many ill-timed lights, so it seems like all bottle-necking starts there.

I think it is the intersections north of the rail bridge that cause the back up. maybe a round-about in front of city hall would help...? siphon off traffic toward the library and toward 180.

Everything comes to a standstill on the west side of town and into downtown because of the congestion; it will only get worse with NAU growing.

Although the bridge is a choke point, many others exist at intersections on either side of the bridge.

I seldom have a traffic problem there.

It is unsafe to cycle under the Milton Rd/Route 66 curve bridge. It is also not convenient to walk this route. Adding a dedicated cycle/pedestrian path under the bridge and along Milton would improve accessibility by bike and foot.

The bottleneck in the area is not created by the underpass itself. The problem lies elsewhere.

I'm just not sure what could be done

I suppose this could be seen as a problem. I personally, had never really thought of this as a "bottleneck" but you are somewhat right. Honestly, I think there are more problems in the Woodlands Village Boulevard and Milton Road area. These roads are designed with cars in mind and many of them have no sidewalks and intersections are few and far between. Something should be done to improve this area's "walkability." Actually, I am opposed to all of the construction that has been done over there. Essentially everything is a chain with a big parking lot. It was nicer as trees. With respect to the railroad, I am not exactly sure what can be done. As a pedestrian in that area I have never had problems crossing it, nor have I when driving, save one time when the train was broken down. If you could manage to stop construction so traffic does not increase more, that would help this "bottleneck" problem. Increasing the range and frequency of the NAIPTA Mountain Line buses would also help I believe. The bus system does a really goo job in my opinion. If you had them traveling more places, like to Katchina Village and Mountaineer, that would help traffic here a good deal I think. Sorry my response is so long. I hope this is helpful and I hope you take my suggestions into consideration. Thank you.

I don't see this as a huge issue area but I also bike a great amount. I do think it could be safer for bikes.

Terrible car traffic congestion in this area both North and South bound. No current bicycle infrastructure or bypass. Bikes must share the lane with cars, which feels dangerous.

I feel like infrastructure improvements between Sitgreaves and Humphreys could support better traffic flow. This will require relocation of some city facilities, but it might be necessary in the long run.

This railroad area and Milton are huge for safety and comfort in biking. Bike and ped commuting has the potential to be a wonderful asset for the city and a reducer of traffic. I do it daily for my health and I think a much larger proportion of folks would do it if it were safe and especially if it felt comfortable and pleasant to do.... and was available nearly year round or with reasonable fallback nets like the bus system on extra snowy days. There's a lot to recommend biking/walking for folks who value quality of life, but it doesn't take many bad/scary car encounters to sour a person on the idea.

There is so much gridlock from Agazizz through the end of Milton that I don't see a large investment at that location as making a significant difference. If anything I would either eliminate the left turn onto Santa Fe or install a light timed for the peak traffic times.

Mostly due to the back-up under the bridge in the evenings. There have been several accidents due to this. Also, it blocks the left lane of Milton heading north, sometimes as far back as Grannies! This back-up then creates another one for turning left onto N. Humphreys, forcing more people to drive through downtown to get home, especially N. San Francisco which gets blocked making it hard for traffic to cross the tracks in a timely way.

Move railroad tracks into I 40 corridor and out of downtown

There are alternative options to bypassing the Milton curve. Bicycle and pedestrian markings and crossings are lacking.

In order to make Flagstaff a more efficient and desirable place to live or visit, we need to make access to the downtown area less of a headache.

Safety mostly.

The railroad is our history. the railroad--maybe not completely--made Flagstaff. Deal with it. ON the other hand, I avoid that area.

Flooding, safety, bike access

Yes it gets congested but there are other options to avoid that congestion.

It is the most congested area during peak hours of traffic.

This area causes traffic to back up clear down to the Butler intersection, and causes traffic to congest through all of down town where you may be stuck at a green light but unable to move for an entire cycle. With that area so congested, and no easy way to bypass the area, it impacts ability to get from Point A to Point B.

I've noticed the bottleneck as well. I think most people are turning left on Humphreys. I think expanding Humphreys and adding a longer left turn lane would help.

We need to address congestion, but we need a greater investment in public transportation to make it the primary source of transportation in Flagstaff and vicinity.

This is a bottleneck only at certain times of the day. Come on people. Spend your money where it is needed -- fixing potholes and resurfacing in the existing road system.

This is one major area of congestion. The other is West Rt. 66 and Butler Ave. area. Connect those two roads to alleviate lots of congestion! I also favor connecting the north end of Woodlands Ranch Rd. past the FAC to connect with Rt. 66 near City Hall.

This area creates a domino affect for traffic congestion. In the AM, drivers lining up to make a left turn onto Santa Fe to get to Flag HS, Marshall, FJA, etc. cause traffic to back up on Milton, all the way back to West Rt 66, and then traffic backs up all way to the Galaxy Diner. In the PM this area is always bottlenecked. I'm not transit expert, but there must be a way to fix this area.

I think the bottleneck has more to do with the timing of traffic lights at Humphreys/Rte 66 and Milton/Butler than with the BNSF

This is a very dangerous area, exacerbated by the poles that were placed there several years ago. The backup of traffic provides a higher likelihood of rear-end accidents.

The area poses a danger to cyclists and pedestrians. it is poorly lit, poorly constructed, and creates incentive to avoid alternative means of transportation that would alleviate congestion.

Traffic is horrible.

This is the only route unaffected by train crossings on the west side of town, making it constantly congested. In addition, because the road narrows, the bike lane is lost and traffic is frightening, so I won't ride in the lane there. The sidewalks are torn up and narrow. Coming down from Lowell/Thorpe Park area you have to go around the block to get on Rt66 East. People turning left onto Humphrey's back up the left lane even before

Butler, making it difficult to turn left any earlier. The traffic signals are not timed with each other along Rt66 making it a nightmare during rush hours. I believe a roundabout would be a much better solution than the curve.

Flagstaff needs to have someone who knows how to work traffic lights fix our traffic light issue. When the lights are out of sync and people have to stop at every light this causes a huge traffic problem. I see that as a bigger issue than the BNSF bridge. The curve causes people to slow down but that doesn't have to be an issue. Let's do a better job of traffic flow with our traffic lights.

This would ease the traffic in this area especially during peak hours.

Friday and weekend traffic is terrible under the bridge

That corner is a vestige to Flagstaff's past. Its a great visual gateway to historic downtown

more transit and new configuration at that curve may alleviate the congestion. drivers turn left to go to schools back up Milton significantly.

If other options and measures are taken to construct new routes, widen existing roads, and provide viable alternative routes, then the underpass does not become as much of a focal point for modification.

It truly can be a life/safety issue when traffic is backed up for a long distance in either direction.

This area has been a problem for years. It bottlenecks traffic entering, exiting and just passing through downtown. It is also very dangerous as I have seen numerous rear end collisions here.

The Milton curve is awful. I will drive out of my way -Lone Tree, Butler to I-40 to not have to deal with the traffic.

I believe that we should invest in alternatives to driving such as our public transit system, bike ways and pedestrian routes in an effort to decrease congestion. I place that investment above the Milton/66 curve.

this is the one section of road that is not affected by the RR

This is a huge problem for all modes of transit and there is a lot of interest from developers in adding to the problem with higher density of living there. It needs to be addressed sooner rather than later with all modes in mind (bus, bike, pedestrian, train, and car).

For bicycle and pedestrian safety, it is really important to improve this area.

This question is based on poor information and does not explain the true scenarios.

As a resident of this area (Cherry and Sitgreaves) I know this intersection to be one of the most congested in the whole town. Improvement here is necessary. IT IS CRUCIAL THAT THE HUB IS NOT ALLOWED TO BE CONSTRUCTED IN SUCH AN AREA ALREADY SO HEAVILY AFFECTED BY TRAFFIC.

This ia a major bottleneck all year.

Relieve bottleneck in traffic during peak usage days

Traffic flow in this area MUST be improved. Wider roads, dedicated bus lanes, protected pedestrian and bike paths and bypasses should be THE HIGHEST PRIORITY. Another dedicated tax should be considered and these projects implemented immediately.

I think it better use of money to develop a FUTS underpass under railroad at Humphries for Peds/Bikes

Considering all of the other challenges, this isn't as important as others.

The bottleneck in the area is not created by the underpass itself. The creation of the problem lies elsewhere.

Safety is becoming a major issue

This bottleneck is dangerous Moving the railroad was a topic supported by Paul Babbitt in the past Is it too late? Aligning the tracks in the I 40 corridor suits me just fine

It seems obvious that the western most place to cross the tracks without waiting for a train is a huge bottleneck and needs to be addressed.

This is a dangerous area with multiple vehicle/pedestrian accidents a year. This is one of the most common areas in town for traffic congestion, blocking access to the downtown area.

The existing roadway is not used at best capacity now. Perhaps signage or better signalling at Humphreys would negate the need for a bypass.

I wouldn't feel safe on a bike in that area.

This congestion point has gotten significantly worse over the last 5 years.

I drive Milton Rd quite often and although traffic can be annoying, it's really not that bad... In comparison to other tourist towns, we're not bad at all.

As visits from tourism and snowplay increase, this area becomes a dangerous bottleneck.

I think that is one of the areas that needs to be bypassed. That area and the 180/Switzer Canyon junction with the roads leading to downtown. There needs to be another way to get to Snowbowl so that residents along 180 don't feel trapped.

I think Milton congestion is not due to BNSF but rather NAU. They keep increasing enrollment but will not allow traffic thru the NAU campus. It's also time to build an alternate route from 180 to A-1 road to access I-40. The cost will only be more in the future.

Getting cars off of Milton is the better option, via a Lone Tree overpass and 180 bypass.

Major bottleneck that could use improvement

By pass the area and leave it alone. We need ways to get around downtown not ways to further ruin it. People using that route to get downtown are not the problem. People using that route to get beyond downtown are the problem. Snow Bowl, Grand Canyon, etc.

It probably should be widened along with the rest of Milton.

Remove turn lane to Observatory Mesa or gate off during rush hours.

Flagstaff signal lights are notorious for not being synced. We voted years ago on this issue, it passed, cameras were installed, but signals were not synced.

BNSF needs to move the train or help pay for the trouble it causes. This isn't the 1800s anymore. It's the 21st century - move the train!

I use this road daily - thus I'm reminded daily how much better and more modern this situation could be!

I avoid the area

It isn't necessarily BNSF that causes the bottleneck, but rather the turn onto Humphreys that so many people take to get on 180.

It doesn't seem like it is our biggest regional issue, why does it have it's own question?

The railway really is a major downer for all who move through flagstaff

Improvements would be great but it's very hard to see what actual changes can be made considering the limited amount of space.

I agree that this is a notable "choke point" -- but it is unclear to me that localized improvements will do very much to fix the chief problem (in my mind), which is the number of trips that are aimed at reaching Highway 180 (to go to snowplay areas, the Grand Canyon, etc.). A bypass would seem to be more effective at getting at the heart of the matter.

It is THE bottleneck.

That really depends on what the "improvements" are...

Quit advertising I PHX for events in Flag since the economic benefit is less than the inconvenience to the locals.

Add ped/bike underpasses at Walnut/Florence and at Rio de Flag to encourage alternative transit modes across the Milton/66 curve and remove vehicle traffic. Alternatively, construct a Lone Tree / I-40 interchange to remove Downtown-directed traffic from Milton.

That area seems to be somewhat set in stone; let it remain as it is for vehicles. As for bikes/peds, we need to develop infrastructure and signage on Phoenix Ave to support bike/ped transpiration safely to Beaver St. and San Francisco St.

The bottleneck is created by people from outside Flagstaff in their need to get to 180 and Snowbowl or Grand Canyon.

Look into utilizing BNSF's existing rail infrastructure to invest in a light rail system for travel from the West to East side of town. This will limit citizen's dependence automobile travel to work and school. Light rail stops at Railroad Springs, Downtown Flagstaff, Fourth Avenue, Steves Blvd, and North Mall Way/Historic Rte 66. You guys would just pay rent to BNSF to utilize the rail, and pay a land lease for the rail stops. The rail stops you would build small portions of pull-off track with a bus-stop like structure. This would be an inexpensive form of transit that many citizens (all income levels) would use. And you would not have to commit crazy expenditures like Tucson and Phoenix did

to build the tracks, because they are already there. This would bring Flagstaff to another level of coolness.

It is obviously important to deal with this daily congestion, but I'm skeptical about finding a good solution.

When I ride my bike through the area, it is a safer ride when the cars are gridlocked and not moving.

I give this a higher number ONLY if this project would provide for ALL modal improvements - yes, more capacity for car/reduce congestion, but also improvements for transits, bike and ped. HOWEVER, there are many other small to medium improvements that could be made along Milton corridor to meter out this choke point. Consider ITS through out corridor - negotiate ADOT turnover of Milton and Rt 66 - COF needs to have control over this corridor so that a COMPREHENSIVE mulit phased solution(s) can be considered, not only as they relate to transportation but to land use.

The BNSF RR is more of an issue at Beaver and San Francisco. Either a traffic signal needs to be added at the Milton/66 curve or ban left turns from the north bound lane.

I have lived in the Southeast & Midwest. This is the only town I've lived in in which the RR runs through the middle of town rather than the outskirts. I've been trying to figure out why there wasn't at least one more underpass since I moved here 4 years ago. Maybe an overpass or underpass across 180 which joins Switzer Canyon to Butler would help, possibly allowing some of the traffic to bypass downtown completely?

It would be nice to improve bike/ped access across the railroad tracks, but not for some unbelievably expensive project that will benefit mostly cars and encourage more people to drive instead of using alternative modes of transportation.

I see no problem with it - it does not inhibit traffic and would be a waste of funding.

The sidewalk under the bridge could use some work. In winter, ice never melts because it is shaded. When it's rained (or when the ice eventually does melt,) there is no drain for the water to escape, so it pools, sometimes up to ankle-height until it evaporates. The sidewalk is important to both pedestrians and cyclists because traffic on Milton road does not feel safe for cycling. Also, it may be just me, but I find the 66/Milton/W. Santa Fe intersection to be the most stressful in town, but I don't know how to improve it.

It is difficult to navigate not only for cars but for pedestrians and bikes as well. Invest in safe pedestrian and bikes ways through the area.

The solution does not have to be limited to that curve. The reason that curve is so busy (for locals, this excludes tourists) is because it is the only railroad bypass on the west side. And the west side hosts the bulk of Flagstaff commercial activity traffic - including university traffic. The 4th street overpass was good for suburban areas, but not for the greater good for Flagstaff congestion where the primary economic income is generated. If there were bypasses at Beaver/San Fran or even a two way bypass at Ponderosa pkwy you would see significant drops in the congestion at the Milton/66 curve. Since the city is idiotically going to kill downtown commerce with the new parking plan with meters and decreased parking times on the roads anyway, the least you can do is try to bring replacement traffic near these establishments by improving the flow and, therefore, the number of consumers passing by.

Besides the traffic problem, it seems dangerous that we have essentially only one main road for connecting some portions of our town. It seems there are, many conceivable emergency situations where this could significantly increase the negative impact to safety and to families

It is a bottleneck on perhaps the most major street in Flagstaff, but any improvement should be multimodal, potentially including improving the Downtown Transit Transfer Center and/or bus access. The empty land along the tracks nearby could be a cool location for a park with restored wetland flora. Maybe the whole area could be master planned with the Hub development?

I agree this is a bottleneck. I'm wondering whether the intersection at the curve could be reconfigured by removing the medium so there is a longer turning lane onto Humphries and a blinking red/yellow light to regulate the traffic merging onto Milton (like the ones on roads in Phoenix)

The bottleneck is people turning left on Humphrey's. If you stay in right lane and turn elsewhere, it's not an issue.

This is the biggest problem area in Flagstaff and we need to get creative with solutions.

It is a definite bottleneck area. It is a well known landmark. All who travel through Flagstaff remember it. The turn lane at Humphreys is not long enough and often backs up to the overpass.

If you want tourist trade, you need better transportation access.

I drive this multiple times a day and it is almost always backed up. There are some major issues with like it being the only underpass on that side of town and convergence of neighborhood roads that people cut through. However, another huge problem is caused by poor timing of stop lights prior and after this section that does not allow enough time for congestion to clear. Often people sit through two or three green lights. This is a problem all the way down Milton and 66.

Please consider multi-modal bypass options for bike/ped, transit here.

I support a bypass route and if constructed, I would anticipate relief of the congestion at this location. If a bypass is not supported by the community majority then this becomes more important. The cost of improvements at this location would be significant and I would anticipate that the dollars could go further elsewhere, like a bypass. This is assuming that a ped/bike tunnel is constructed west of the BNSF bridge.

I wish I could see a solution to the bottlenecks in that area, but I can't, especially given the growth of 'student housing' that will be happening in that area. Perhaps rather than only looking at cars we should ask "how can we effectively move people?" If there were bike/pedestrian tunnels or bridges at the San Francisco and Beaver crossings that people could use when trains were present, would more people choose those options rather than driving, therefore avoiding the bottleneck on Milton?

I live downtown and have to deal with this every day if I drive. So, I walk or bike instead which is much easier now that you put a ramp at the intersection of Santa Fe and Milton- thank you! It is still problematic in my life because of exhaust fumes and its just depressing to see all the traffic. Widening the road is not the answer as it will destroy the character of the entrance to our downtown. I do support a pedestrian and bike

overpass over the train tracks because I see people do dangerous and scary things all the time to get through that intersection. Even a crosswalk at Humphreys would help.

we should move the rail road out of town

As much as I hate to admit it, this is THE bottleneck and has made traffic an unholy mess long before Flagstaff even started having growth issues.

Transportation is an integral, complex and expensive part of our current and future landscape. We appreciate any comments you may have to help us better understand your needs and concerns.

I'd ride my bike to work if I didn't have to ride along 89 from Doney park.

I think it would be lovely to 'green up' the transportation system in flagstaff. Milton is a hot mess. Way too many ugly chain restaurants that serve really unhealthy food. Sorry side topic, but it is the first image people get when they arrive in town and really unattractive. Milton it's also next to impossible to walk or ride a bike on.

The futs trail development has been wonderful, the 4th at overpass is great.

Please take into account that the existing walking and cycling infrastructure fails to be usable for multiple months out of the year, as snow and cinders are moved from vehicular lanes, blocking both bike lanes and sidewalks for MONTHS after the vehicular lanes are again usable and "safe." As a daily cycling commuter I am affected in both ability & safety during these times. My belief is that others choose not to commute via bike or walking due to these factors.

Walking, biking, and mass transit systems should be improved throughout Flagstaff. It should be convenient and safe to use these modes of transportation regardless of origination point or destination.

I think there are many "missing links" in the pedestrian/bicycle infrastructure in Flagstaff. Completing these links will improve the safety and therefore increase use.

Thank you

More bike lanes, and pedestrian/bike bridges and tunnels would greatly increase the safety and efficiency with which people could utilize alternate forms of transportation.

We are a 1 car family. We try to walk, bus, and bike for a lot of our transportation. Would love to see the city become even more bike friendly. Thank You

Coordinating timing of traffic lights on main roads (like Milton/Rt 66) is an important improvement - We often spend time sitting in traffic at a green light waiting for the light further down the road to change.

Traffic lights need to recognize the presence of bicycles, not just vehicles.

Expanding bike/walk corridors/routes will make that mode of transportation more attractive.

Make sure there are abundant bike racks in a variety of locations - I'm less inclined to ride if there's not a place to lock my bike up once I arrive.

Don't build the overpass. Invest in Flagstaff's future as a bicycle/pedestrian/public transit friendly town that supports a high density population. We can choose to reject the current trajectory that most of the nation follows and set the standard for sustainable development in AZ.

I am a biker and the entire town is currently "bike able" but I realize many are not comfortable with biking say down Milton (which I do ride on the road every day (the sidewalk is more dangerous)) and other slender roads (butler, etc.) where biking is a risk. I think more people would be safer and more willing to bike with solutions to these busy streets. I am not in favor of current developments downtown being built (such as the rt.

66 curve) without first addressing improvements in an already congested transportation system. Thanks for the survey!

Milton Rd is so ugly, can't it be made to look better and include dedicated bike lanes!!! Very disappointing entrance to our beautiful town.

My wife and I recently wrote a letter to the multi-modal coordinator of the city of Flagstaff (Mr. Martin Ince), as well as to several leaders at the League of American Bicyclists (LAB) in which we expressed our serious concerns about the unsafe situations that cyclists and pedestrians face in Flagstaff if they choose to park their cars and pursue other transportation alternatives for getting around our town. Both of us have had numerous near misses with motorists, and I believe that the problems with motorist/cyclists interactions have gotten worse over the last 20 years; likely owing to the partial implementation of bicycle/pedestrian traffic designs and piece-meal infrastructure adopted by the traffic commission and city engineers since the 1990s. To the average person who might be considering alternatives to driving autos, the city's "cycling improvements" in the last two decades may be an allure, and provide the appearance that it is safe to cycle around the city, but my experience suggests that the fragmented nature of the "misfit" designs at nearly every turn leads to many confused motorists and cyclists that find themselves quickly moving from what feels like a safe riding condition to one in which they can find their lives endangered. In the case of the downtown renovation that occurred in the 1990s, the well thought through bicycle plan developed over several years by the Bicycle Advisory Committee (BAC), was not adopted as envisioned and finally proposed - leading to a series of traffic changes (Beaver and San Francisco Streets being changed to 1-way highways through the middle of downtown in combination with "balloon" sidewalks north of Rt. 66) that I might refer to as a bike/pedestrian "Frankensystem". True, a bike lane was constructed on southbound Beaver that provides excellent access to the NAU campus, but then with no equivalent bike lane to return downtown, on either San Francisco or Milton beyond Phoenix Ave (the dreaded underpass chokepoint). Despite these and many other infrastructure design inconsistencies, the League of American Bicyclists (LAB) conferred their Bike-Friendly Community's "Silver" rating on our town in 2010, but many more improvements would be required to ever achieve their Gold or Platinum standards "for one, we would need to drastically reduce the number of cycling fatalities per capita for our relatively high cycling ridership.

On the basis of recent information recently presented by Mr. Steven Clark of the LAB, two-way streets are the most effective means of slowing traffic to allow for safer motorist/bike/ped interactions; particularly when designed with innovative "Advisory Lanes" that provide accommodation for both cyclists and motorists (as demonstrated from data collected by him from studies of this design in Minnesota and use of this innovative design in cities of Europe). Since both Beaver and San Francisco Streets are still two-way streets at their north and south ends of downtown, I strongly encourage city planners to take another look at the current design and consider a return to 2-way streets in areas where desire for pedestrian and bike use is greatest through downtown. I believe that such a re-evaluation would go a long ways toward demonstrating a true commitment to making our downtown a more attractive setting for those who are seeking a better quality lifestyle; and one with more diverse transportation alternatives as the city grows and attracts more new residents in the future. The design alternatives of the 20th century are as outdated now, as is the desire to live the transportation lifestyles that many of us were initially raised with, but are now choosing to turn away from to seek a better quality of life and less impacted environment. Finally, to close "I feel compelled to note that nobody from the City of Flagstaff or the League of American

Bicyclists responded to our recent letter of concern... we are still patiently waiting to hear back from someone. I am committed to helping if and when I can in this important planning/visioning effort to make our city a more appealing and safer place to live and work. Thanks for considering my views on this and for asking for my input.

Lone tree overpass, LOne tree i40 interchange, Futs expanded transit

I attended the LAB bike tour that showed how counter-intuitive/productive some aspects of traditional traffic engineering are. I was disappointed that none of those folks participated in that event. It would be a shame if we ignored viable alternatives because our city engineers ignored both reality and the latest science because they are locked into the more cars/ wider and faster streets paradigm. More cyclists is the best answer to many of our transport issues, paired with shuttles, buses, and social engineering.

While we must maintain and expand road production due to wear and tear, and new housing and commercial development, I believe much more emphasis needs to be placed on development and enhancement of mass transit and other alternative modes of transportation. We cannot build our way out of traffic congestion.

It would be nice to have better bicycle trails connecting west route 66 to downtown that are more direct and not on roads. Maybe a bike path that follows the railroad from the woody mountain road to city hall. Just a thought. Also looking for alternatives for a overpass over the railroad from woodlands Blvd to Mars hill/Sante Fe Ave.

We need to find ways to avoid the expensive and disruptive boondoggles that would be the construction of bypasses or the widening of Milton.

We need technology improvements to traffic lights immediately and prior to any consideration of new roads.

That traffic light at Steve's Blvd needs to be fixed. It's retarded.

I love the public transit and everything about the Flagstaff transportation system. Milton is one of our only areas of high traffic in and around downtown, so I think it should get some priority. Love what you guys do! Thanks.

Would love to use more public transport and bicycle, however live 8 miles outside of town, without access to bus service or commuter bike lanes. If these become available, I will drive much less, and will not need to drive as frequently on Milton or park downtown, reducing congestion.

Please go back over previous transportations that were voted for here in Flagstaff..almost NONE of them were ever completed !

Please stripe and BOLDLY sign shared lanes !

Please allow bicyclists to go wrong way on one way streets !

Please approach NAU to ban vehicles for freshmen as it not only decreases accidents and deaths, it is proven to increase retention. "

One of the things I love about this city is our investment in pedestrian/biking spaces for leisure and transportation. It is practical and beautiful. Bike lanes downtown are great. Expanding the FUTS trails is a great idea to get people feeling more comfortable and connected with Flagstaff. When I had to rely on the bus for transport (now I have a car when needed) the schedule was spotty and transfers took an inconvenient amount of time. Traffic on 180 is a problem and a lot of it is due to traffic from Sechrist- parents

driving and attempting to turn against traffic. Perhaps better funding for student transportation there is needed? I don't like the idea of a bypass but traffic is not going to get better, so I'm not completely opposed. Flag is such a desirable place to visit and live, so these issues won't get easier- I appreciate the ability to give my input.

Mainly traffic has become much worse since I moved to flagstaff 7 years ago. I feel that we have a lot more tourism, and people come through flag on their way to the Grand Canyon. Mainly I believe a bypass for the 180 would relieve some of that congestion, and honestly the timing of the lights downtown causes major congestion during specific times of the day. Possibly a study on congestion times downtown based on red light times could lead to a more efficient system. I also kind of hate the new yellow flashing turn signals near the west side Walmart. I feel that they can be confusing especially for people visiting flagstaff, and I have seen many people almost cause accidents because they hesitated during the yellow flashing lights.

Please please FUTS extension and maybe a bus route to outlying areas like Doney Park, timberline etc.

I find myself avoiding businesses and activities on the west side of town because of traffic. It's a sad thing, but I see no way around it. Glad I live East Rural.

I really think the bus system should be expanded but it also needs to have pull offs for the bus at each stop. Really for safety. Sometimes people fail to check their other lane before trying to switch behind a stopped bus. So each stop needs a pull out for everyone's safety.

Parking in downtown Flagstaff is horrible. Build a parking garage and charge \$5 day pass to use it.

In addition to adding / improving bike lanes (particularly connecting from rural areas to within town), a concern of mine is the under-utilization of existing parking spaces downtown. Without adding new lots or garages, parallel parking spaces can be increased by eliminating the "red boxes", and there are scores or hundreds of unused spaces in private lots that could be utilized outside of business hours (I am fine with feeding a meter at a private business during off-hours in order to alleviate the lack of downtown parking)

The worst, most dangerous, and unnecessary "bottleneck" I have experienced as an NAU student is that posed by the south Lone Tree "school crossing" area on top of the little hill; there is no reason for this bottleneck; widening of the road at this location would not displace homes or businesses, and would easily provide improved safety for the many bicyclists, pedestrians, and vehicles that pass through that area daily. Thank you for the opportunity to provide and for consideration of my comment.

The biggest transportation issue for my family is the lack of a bicycle or pedestrian route between Country Club and NAU/Downtown. Making Butler bicycle-friendly or extending the FUTS from FoxGlenn Park to Lone Tree (more ideal) would be a wonderful improvement.

No sacrificing natural lands or habitats should happen.

Flagstaff makes a big deal about how bicycle friendly it is, however, having road my bike around town we clearly have a ways to go. I would like to see Flagstaff be better in this. I thinks others would as well. Also, add some crosswalks on Woodlands Village, Hotels on one side, Walmart on the other and no way to get across except walking a mile to the

intersection. How about building a parking structure down town and then closing down most of the roads to motor vehicles?

Thanks for soliciting my opinion!

Thank you for concern with public opinion. Please make decisions based on this data .

I think a pedestrian bridge over Milton between University and Plaza would help people living in the apartments and houses west of Milton access the shopping center featuring Bookmans, Sprouts, Target, etc. and the university safely while reducing wait time for cars at those stoplights.

Park n Ride options from Doney Park to NAU and key employers. Extended bus service to Silver Saddle Road.

Allowing high density housing to be built that does not address the low income housing need for permanent residents of this town only exacerbates the traffic problems.

I commend the City's efforts to gun public input and their recently announced plan regarding paid parking downtown. As most City planners can tell you, parking management requires other strategic planning and one of the best things a city can do to help reduce the use of people's personal vehicles is to invest in expanding public transportation. The population who benefits from these services the most is not likely to have access to this online survey. They already struggle so much. And those who have personal vehicles have no incentive to switch to public transportation here UNTIL we make the investment and make public transit more convenient and accessible to everyone. Flagstaff is so great at leading and setting the future's tone with everything from its police departments refusal to enforce sb1070 to its dark sky status. Flagstaff has so much to be proud of. Let's continue to lead by investing in a thriving city's clear future of great public transit. It's what our citizens need, it's what our tourists need, it's what our future employers will look for when exploring investment opportunities in "up & coming" cities.

I would replace many more of my car trips with bike trips if Flagstaff's biking/pedestrian infrastructure were improved. There are many routes that are feasible, but feel uncomfortable because of awkward road crossings or the lack of bike lanes. I also think that connections between neighborhoods could be improved.

Do whatever is possible to encourage alternatives to automobiles. Move snowplay and Grand Canyon transit out of town and out of the local flow. Move the train out of town. Bring Flagstaff into the present and prepare for the future. Other towns can do it, why can't we? How about at least a crosswalk somewhere along Milton? Or a pedestrian crossing from north Old Town to the south side of the tracks for access to shopping? Really? It's been years of talk. Do something!

Would love to see park'n'ride lots on the edges of Flagstaff for shuttles to downtown to relieve congestion there and avoid the hassle of finding parking. A pedestrian-only mall downtown would be great if adequate parking/shuttles could be worked out. Would love ride-share lots in outlying areas like Kachina/Mountainaire, Doney Park, Cheshire, Bellemont. Would like to see if there is sufficient interest in a park-n-ride lot for bus riders in these same neighborhoods. I'd rather see ways to reduce traffic on Milton and downtown than road-widening. For sure, better pedestrian crossings of Milton--too many people running through traffic.

Living off campus as a student I bike to school daily, occasionally riding the bus during times of incimate weather. I have ran into a number of close calls with vehicle traffic from the intersection of Beulah/McConnell to campus on my bike. I also noticed that the times I relied on the bus to get to school in snowy weather, twice the bus was highly delayed and once could not make it up Forest Meadows at all. Looking into improving vehicle technology to safely make it up these hills or rerouting bus lines to accommodate those living in my area who ride the bus could be beneficial.

I live in Baderville and would like to see safe bike access to downtown. There currently isn't a safe bike path on 180 nor trails that connect Baderville to Cheshire, therefore cutting off access to public transit.

The traffic created from snowbowl is bad in the winter and A seasonal bus route from downtown, NAU and maybe fort tuthill (for out of towners to park & ride in, or another area south of milton to help with conjestion) to snowbowl maybe a good option to help with traffic.

A stop at recrationl areas like wing mountain may be a good idea as well."

Stop trying to waste money fixing something that isn't broken and start saving for the future and emergencies

Some amazing examples of functional transportation matrix are Fort Collins, CO & mountain view/San Jose CA

I live in KV. No option for transport except for car. I would use my bike to commute if the trails weren't so technical and Old Munds not so dusty. Need an enhanced FUTS all the way out to KV wetlands.

I want to ride my bike more around town, but typically drive instead because-- I'm concerned for my own safety, I don't feel like there enough bike lines or crossings, etc. I also would like to use the bus more but it simply is not efficient time-wise for me to get on a bus route that will take almost an hour rather than drive my car to get somewhere in 15 minutes. More bus routes that get places faster, along with better communication of bus route information, prices, and discounts would be great.

We need a Westside overpass for cars and a Westside underpass for bikes and peds West of Milton.

Thank you for the opportunity to comment. Kudos to your outreach team!

Thank you for giving Flagstaff residents an opportunity to voice their opinions about this prescient issue.

I would like if the gps locator app they have for NAU could be used on all city busses via smartphone.

I feel moving toward a transportation system that invites commuting and bus usage is the right direction. Creating more roads, or building is not in my interest because I feel it invites citizens to drive due to relieved congestion. Plus, I cannot feasibly ride the bus because a line doesn't come really close to me, nor is it frequent enough. Others choose to take the car, whereas i rode my bike. More bike lanes, safer pedestrian crossings and better bus service give people a reason to use them. Then the benefits will follow.

I live along Hwy 180 in an area not serviced by the bus system. It isn't safe to bike or walk to town (or bus stop), as the highway has a narrow shoulder, especially along the

curves. These issues need to be addressed (here and at other locations) if people are to leave their cars at home.

Thank you for such a comprehensive survey- the examples you gave allowed me to consider pros and cons i might not have thought of on my own. I felt well-informed and well-rounded in my answers as a result.

Let's support sustainable transportation: biking, walking, and mass transit!

Flagstaff as a small city has a privilege to bike almost anywhere in town, so investing in safe and more bike lanes should be the priority as well as bus service with priority lanes that has great connections and no wait times over 10-15 minutes.

I firmly believe that the first step in reducing the congestion of our roads is to create more accessible and safe corridors for non-motorized vehicle usage (pedestrians, cyclists, roller bladers, etc...)

Would really love to see either service into University Heights and surrounding areas or park and ride areas. I am not aware of any park and ride lots on the west side of town.

I hope to see the City of Flagstaff invest more time in education and facilitation of bike and foot transportation. Bike to Work Week is a noble start but the city could do more to not only educate kids, but to also educate and encourage young and older adults to bike. Pedicabs downtown, More bike share programs, road biking classes, and more would be great ways to encourage the community to relieve congestion on roads without spending money and time redoing infrastructure that doesn't need to be redesigned.

Flagstaff! We can improve bicycle transportation and bus usage. Let's work harder to widen roads, get safe bike lanes and make biking and riding the bus cool. Let's make bust transportation FASTER than taking your car to school. Let's get these kids on bikes. Most people CAN bike commute to work/school, they just don't know how. Mainly they don't know how they would carry their "stuff" but these problems can be solved! Education and expanding the infrastructure is critical. Forget about car travel. Focus only on getting biking, walking and bus riding to be easier and it will come together. This town is VERY walkable/bike-able. Let's be more like Portland. SO AWESOME. Vail, CO also had such a great bus line no one drove. Parking downtown was \$16/hour and this was 1999. I've seen great improvement in businesses in the last 12 years. I'm ready for more! Thanks!

Hopefully the Milton/Rt 66 improvement would also include extending the Ft Valley FUTS under Rt 66, and the FUTS railroad underpass at Walnut.

Lets enforce traffic laws with bicycles and welcome them onto the roadway. We need a campaign for bicycles in trafficfor citizens to take them seriously. I strongly support more FUTS trails also, especislly when they utilize tunnels rather than going through intersections

There's a bike lane all along San Francisco except for one block downtown (I can't remember which roads), forcing me to suddenly merge with cars going 40mph. Not cool. Those "" bike may use full lane signs "" don't mean anything but that cars can take it too. And who wins in that situation? The thousand pound hunk of metal going 40 with a driver who thinks roads are only for cars. Bikes need separate lanes.

Can we get some crosswalks at the intersection of University and Yale? That would really help with safely crossing. It's already a four way stop, so throw in some painted lines and I won't have to jaywalk repeatedly wherever I go grocery shopping.

I'm not sure if it's possible, but another suggestion is to pave in front of that empty property that's on University and Yale, between the school and the apartment complex. That would be nice.

Another missing sidewalk is on the south side of Butler, just to the east of where it intersects with Milton. Also along the south side of McConnell from Beulah going into NAU campus.

Not to end on a complaining note, I really like that there is already a significant amount of bike lanes, sidewalks, and bus routes that make it easier to get around without a car. These are all just some suggestions to make commuting even better!"

I agree that transportation is a problem, but I see it more as people's failure to be patient than a neglect of the Region. Flagstaff has grown quickly, too quickly some may say... people cannot expect transportation to keep up with that exponential rate. The biggest problem that I, personally, face is that there is not enough parking downtown for employees. Too much is focused on tourism and NAU students - yes, those are our base income - but I work downtown for a non-related business and just trying to find parking every morning is an absolute nightmare. If I can't find a spot in the day lots, I'm running to move my car every couple hours. Soon I'll be very pregnant and this will be exhausting, I'll probably have to start working from home. Stop creating more student housing and hotels - invest in the existing infrastructure throughout town and BUILD PARKING facilities. Start investing in the people that live here, not just the tourists and students. Please. We are the heart and soul of this community and you're back-burnering our immediate needs in the name of progress (and pricing us out as you do...). I would be happy to pay a minimal fee to have a "local" parking pass or something.

recommend that new parking structures and public buildings have solar electric collectors, how can this be encouraged/required?

I think projects like the Hub should pay for a transportation system that will keep the movement of people at least equal to the flow before the project.

We need to install enhanced crossings - to improve safety at key locations- for cyclist and pedestrians. There are many dangerous roads and intersections that are unsafe to cross by foot or bike.

Please do not destroy the character and feel of this city by paving over open space just in the name of transportation. Be smart. I for one am willing to sit in traffic a bit longer if needed and if provided other viable options will use them instead of a car.

The installation of additional on-street paint striping and 'sharrow' symbols is an economical and visible action the city can undertake right now. In addition, the reduction of traffic volumes can be affected by strong car-pooling and alternative transportation incentives to help change habits of the citizenry.

My biggest concern is growth, Flag was never designed for growth and there doesn't seem to be a way to absorb more people. I don't know if it is possible but if NAU's enrollment could be capped that would help a lot, we are already drowning in traffic and housing to accommodate more students. Flag has already lost most of its "atmosphere" and more is definitely not better.

Thank you for conducting this survey. I wish more people would do them. The buses do a very good job. The urban trail is good. I think one way to cut down on traffic is to cut down on construction. If the city government would stop approving all of these new developments all across town, and NAU as well, we would not have that many traffic problems. Then we would mainly have to deal with efficiency, and the popular tourist seasons, and the NAU move-in/move-out weekends. Good luck with improving transportation!

There are several roads in the North Hospital neighborhood and connecting arterials (Beaver, San Francisco, etc.) with missing stretches sidewalks for pedestrians. There are several unprotected major road crossings for bicycles that might benefit from Tucson style "Hawk" lights (ex. new FUTS connection at Ft Valley Rd and Forest next to the Bashes' complex).

Preserve the integrity of Flagstaff's character in any plans. That means we should not over-expand the automobile infrastructure and open a backdoor for sprawl in our beautiful forest.

We need to be sure to reserve the resources we need as a growing community. Not everything should be about right now. If all is spent on making things easier and more convenient for those who benefit today there won't be enough for the future and that would not be a community.

For today and the near future I hope we can focus on having a high quality of life for all neighborhoods in Flagstaff. For the not to distant future I hope that we can look at cost balance for specific situations where we may spend a lot of money solving an traffic infrastructure problem that may disappear with technology such as driverless cars (perhaps roundabouts?). In the longer term I hope we will consider how driverless transportation might change our transit network, if in 20 years we could have driverless light weight vehicles (that don't need to survive a 60 mph crash); then we could have a different transit model with many smaller efficient driverless vehicles in an better network, or with vehicles that come on-line or form little convoys during just the busiest hours.

The future construction of multiple multi-story apt bldgs, hotels, etc. will create an added burden on traffic (#s of cars), roads (conditions), as well as add to the risk of more collisions. We absolutely need to address the ONLY thing we, citizens of Flagstaff, have to work w/& that is how we get in/out & around Flagstaff, including tourists. Construction is a done deal, now transportation improvements need to be, too. Thanks

Walking/biking outdoors in winter months when snow and cinders are still on roadways road is not usually a safe and viable means of transportation with auto traffic. The seasonality of Flagstaff and the sometimes week or longer impacts of a storm on roadways changes the transportation options available to me and my family.

I believe most residents and visitors prefer to drive their own vehicles. If we started with better technology with stop lights (timing & sensitivity) and more parking downtown it would be a good starting point to see what other projects would compliment these improvements

Thanks for including the public in this process.

Transportation is certainly much better in Flagstaff than it use to be! I support the continued move to buses, bicycles and walking.

Discourage NAU student population growth (promote distance learning to NAU). Our city's geography and water resources cannot tolerate another 50-100,000 people living here.

Crossing Fort Valley on foot north of Bashas and crossing the interstate on Fourth Street are my biggest pedestrian concerns.

Thank you.

I think we should build a better infrastructure for bikes/peds. This means less cars on the road- if it's more convenient to bike/walk versus park.

We should keep advocating for a public transportation system that the majority of residents use for traveling to and from work, shopping, and entertainment venues--and a bikeable, walkable city.

Building connectors can be controversial in Flagstaff. But it has been done before (linking the new Cedar Ave. over Cedar Hill). I would work to promote information on why this is necessary at the W. Rt. 66/Milton Rd/Butler Ave. area.

Strong consideration should be given to creating bypass route for traffic from I-17 to Snowbowl/Grand Canyon.

Find ways to promote less automobile use. Provide for destination parking (eg downtown) such as a parking garage so that people can park and walk. Make downtown 4 block area pedestrian only (If there is a parking garage). Provide another overpass between Butler and Rte 66 other than 4th St. Figure out how to improve vehicular flow on Hwy 180 so that residents who have to use 180 to get into town don't have to be impacted by people using it as throughfare (we won't consider living in neighborhoods off of Hwy 180 because of the current traffic congestion.)

The intersection of Milton and Plaza Way has been problematic due to potholes that seem to become worse each year, and the sharp turn onto Plaza Way when traveling south on Milton. All potholes in Flagstaff should be resurfaced properly instead of bandaied repairs that deteriorate each year.

The discourse pertaining to Flagstaff's infrastructure is often presented as a battle between polar opposites. On one side, there are those who would cut down every tree and demolish every sacred site to ensure that we have enough fast food franchises and roads. On the other, there are those who would be content to increase congestion if it meant a lesser effect on the environment. I believe that these polar opposites can work together to create a Flagstaff that can show the rest of the country how to build adequate, sustainable, and modern infrastructure while protecting our environment and our community. I believe that there exists not a compromise, but a new path altogether which can integrate and implement the needs of the cyclist, the driver, the nature lover, and the professional. Our search for a solution should not be a balancing act, but a search for this solution and an investment in the technologies and processes that would let our town grow into and with our habitat, our culture, and our businesses in a sustainable, high quality, and efficient way.

It feels like the city grew faster than the transportation could accommodate. Bus/transit is lacking in some areas of town (e.g. there is no service to the airport or surround neighborhood). Bike lanes are little more than a shoulder with paint on it-often snow/ice/cinders are left over for WEEKS at a time making the lanes unusable. Sidewalks and FUTS trails likewise are not cleared, making it dangerous to bike let alone walk anywhere in winter. Congestion along Milton is bad. There are no on or off ramps

from I40/I17 to Lake Mary Rd (except and off ramp from I17N). This would ease congestion of Milton, too, by reducing the need to go around. Lastly, building noise reduction barriers along highways would greatly enhance the living quality of neighborhoods nearby.

Overall, I would support a bypass to US180 and greatly improved biking options, including protected bike lanes, and even better, bike paths that avoid busy routes in general. Also increased bus/transit options including park-and-rides. "

I am disappointed that there weren't options for None of the Above in some of your questions. We don't keep up our existing roads, we need to take care of what we have in place before we start making more roads. Let's take a look at our traffic lights and how we can adjust them to improve traffic flow.

I use the bus system alot but I have had to drive here later due to certain circumstances but the bus system would be a great improvement for the city.

Please make decisions that encourage the use of bike trails, walking, and public transportation. This will make Flagstaff a better place to live.

Flagstaff has a great transit system. people may be more inclined to ride with more frequency on all routes to create more convenience and faster travel across town.

Please stay transparent in your proposals and commitments. Once decided, stay true to the goals.

City council has allowed Flagstaff to grow without making developers responsible for traffic issues. It is continuing with all the new student housing complexes that are being presented to the council. We are more than a college town and a tourist destination. It is sad when people who live here full time refuse to go out on the weekends because of traffic and rude out-of-towners. It is awful that the city advertises for all these tourist to come to town and the people who live here have to pick up their trash. Have you seen the piles of broken sleds and other trash along Fort Valley??? Absolutely shameful!!!

Build the bike, ped and bus infrastructure, make it competitive with the car, and people will come. Help us reduce car traffic by providing safe, reasonable, alternatives to single occupant vehicles, instead of building ever larger and larger roads that will discourage bikes and pedestrians. Make Flagstaff a healthier, safer community.

I don't know what is meant by "enhanced crossings" so I put down a 3 for that question, but I am 100% pro roundabout. In my experience they increase efficiency, decrease pollution and waiting, and increase safety.

I use the bus frequently but would use it more if routes ran later or were running with greater frequency. Within the urban areas of Flagstaff (especially as they become denser), we need to increase the frequency/convenience of bus/public transportation options.

These questions are designed to provide a pre-designated outcome without allowing options that would provide more meaningful information. It appears that because individual staff does not agree with the communities goals and policies within the Regional Plan they want to circumvent tht guiding document.

Regarding bypasses. I feel Lone Tree Road has the best potential to eliviate the burdomsom traffic congestion from Milton road. This will include on/off ramps from I-40, widening Lone Tree and connecting it to Switzer Canyon road via a bridge over BNSF or a tunnel under BNSF.

Thank you for allowing me to be involved. My major concerns are congestions along #180 in the midst of snow play traffic and traffic/dangerous intersections on Milton. Again, tahnks.

180 is a nightmare and there is nothing we can do to. We can avoid Milton we can avoid all other areas if congestion is there but there are no other options for 180. Please consider that.

Please do not destroy the character and feel of this city by paving over open space just in the name of transportation. Be smart. I for one am willing to sit in traffic a bit longer if needed and if provided other viable options will use them instead of a car.

Signal preemption should be looked into to better optimize transit. Zoning needs to encourage more walkable areas with full services. 4th street needs a grocery store.

This may not be the correct place, but I feel that the City's planning department either is to weak to stand up to developers or doesn't have the tools it needs to deal with developers.

As Flagstaff grows transportation will be important or congested areas will wither as people start to avoid them, particularly business areas. Based on the location of downtown there need to be some considerations to congestion.

Housing for the University needs to be controlled and planned by the city not developers!"

I'm for shifting our mindset to include greater bike and pedestrian access, safety and enjoyment as an integral part of Flagstaff transportation design. I look forward to when active modes are supported and funded equally and we enjoy the benefits to our health, sense of community and sustainability!

Traffic circles have been used in Europe and on the East Coast for years. They have helped traffic in Sedona flow better. Couldn't they be used effectively in Flagstaff?

Modes of transportation during the last month isn't a fair question for this time of year. When the weather is nicer (May through Oct) I definitely make use of FUTS, walking and bicycling (on road and recreational). But during winter months not as much.

Build at least one (possibly two) pedestrian bridges, similar to the one on Cedar, between NAU northern campus across Milton. Any new major business or apartment complexes most not only accommodate parking, but also consider traffic congestion.

I can't vote hard enough for bike/ped tunnels and overpasses. These benefit cars as well by making intersections more efficient. This point needs to be made in selling them to the public.

Better parking options down town.

Stop building developments like Ponderosa trails, which are not connected to where people work. AND make NAU responsible for the traffic and parking problems they are creating.

Thanks for allowing us to participate!

We need to start addressing traffic concerns before construction projects happen.

I commute by bike and anything that would make my travels safer would be a big help to ensuring I can continue to live a healthier and less destructive lifestyle. Sometimes it

is hard to bike because bike lanes can be missing (e.g., Milton Rd.), pedestrian lights are not set up for cyclists (e.g., the crosswalk lights that secure the crosswalk on Butler just north of NAU requires two buttons to be pressed to slow down traffic on both sides when one button should suffice to avoid awkward communication with oncoming traffic), and both roadways and sidewalks are in need of repair which can be very dangerous for bicyclists at night.

Transportation cannot be planned separately from other aspects of our regional planning. I'd encourage explicit consideration of housing cost and availability (eg in terms of lower wage workers being able to commute to work within Flagstaff) and environmental impacts (reducing vehicle emissions through reducing trips, impacts of new roadways on wildlife populations and movements).

The better the FUTS, the better Flagstaff.

I wanted to comment on the bus investments. I think the best way to invest in bus transportation is to continue adding to both the frequency of the buses (such as what was done by making Route 2 every 20 minutes during peak time) as well as expanding the hours of frequent buses (such as extending the time that a given bus comes every 30 minutes or 20 minutes.) When Route 2 frequency was increased to 20 minutes, our family was able to use it much more. If the buses continued to come every 20- or 30-minutes further into the evening hours, we would again be much more able to use it.

There is no need for significant transportation improvements since our local economy does NOT support it.

Please listen to the Bike friendly guy who offers suggestions on how to meld road/bike lanes/urban trails, etc. that spoke on Wed. March 2, in City Hall Conference room. The present bike lanes are scary to ride in Flag--bikers safety (do you realize how those high winds we get have almost blown me into traffic if I'm using a street bike lane?! And can't more bike rider awareness be covered in getting a drivers license? Way too many drivers do not see, acknowledge or offer common courtesy to a biker--like when that green light allows me to cross by Enterprise & Rt 66 to & from Ponderosa Pkway, drivers ignore the biker to make their right hand turn, even when I make eye contact and have the right of way), badly maintained bike lane surface, tree branches hanging into bike lanes space, cars parking continuously in bike lane (check out Ponderosa Pkwy by Pine Cliff Apts! even though a sign is posted), no snow removal in winter of bike lanes, urban trails not travel accessible in heavy/rain snow which cuts down or back on options for bikers. Lack of/or not enough bike racks to park bike safely & securely all over town. And who designed the bike path to go under the 4th St. bridge?! That's not a safe alternative, especially toward evening/night. Cutting through the business parking lot there is not a real safe idea either, especially in winter. One of best gifts of the city was when they built the wider sidewalk to accommodate bikes on Rt 66 between downtown and the mall. That was a wonderful move. I love that!! Letting that business on corner of 4th St. cut off the flow of this access was highly disappointing. I'd like to see more of this kind of sidewalk expansion or have the City update to all the fantastic bike lane/road friendly options implemented in Wednesday meeting to highlight Flagstaff's move to a Greener friendly city. Remember . . . "if you build it, they will come."

A heavier reliance on bike/ped/bus transportation is needed. Buses need to be viewed as a FASTER option than the personal automobile, meaning we need more of them circling throughout the city and they need to have their own designated fast lanes so people sitting in their cars see that buses are a viable mode of fast, efficient transportation. Same goes with bikes/peds: as London and the Netherlands has shown

us, when sophisticated, safe bike lanes and sidewalks are invested in, people will use them.

The three major segments of transportation use within Flagstaff are:

- 1) Seasonal visitors trying to get through Flagstaff on their way to somewhere else;
- 2) Local and distant residents commuting to and through Flagstaff; and
- 3) Students and parents of students (NAU, BASIC, high schools) getting to and from campuses.

Planning must incorporate these disparate users and encourage use of public transportation.

Look into utilizing BNSF's existing rail infrastructure to invest in a light rail system for travel from the West to East side of town. This will limit citizen's dependence automobile travel to work and school. Light rail stops at Railroad Springs, Downtown Flagstaff, Fourth Avenue, Steves Blvd, and North Mall Way/Historic Rte 66. You guys would just pay rent to BNSF to utilize the rail, and pay a land lease for the rail stops. The rail stops you would build small portions of pull-off track with a bus-stop like structure. This would be an inexpensive form of transit that many citizens (all income levels) would use. And you would not have to commit crazy expenditures like Tucson and Phoenix did to build the tracks, because they are already there. This would bring Flagstaff to another level of coolness.

More and better bike lanes and trails would be my top priority (though I am well into my 80s).

I have been attending the Cities "Bicycle Advisory Committee" and am very impressed with what the meeting discuss. It is where I have learned the most about modern safety and designed roads and intersection. Please continue to support these types of public forums.

Try to remember that O&M for the existing transportation network should be a primary value of the RTP not just modernization and expansion. It will be hard for public (ie local voters) to get behind large capital projects (Milton/Rt 66) if their neighborhood streets and major/minor collectors are falling apart and key problem areas like 4th street have poor ped/bike infrastructure.

Martin Ince is awesome! Go Martin!!!

In addition to transportation improvements and investments, building more high-density housing (but *please* not only geared toward NAU students) near downtown would go a long way toward making Flagstaff a more walk/bike/transit-friendly place. Downtown could also use a pharmacy and a grocery store.

See the League of American Bicyclists representative's recent (2016) report on Flagstaff for more information on roadway configurations that support safety and traffic flow. Conversion from four to three lane roads have been proven safe and actually improves traffic flow.

I would love to see a comprehensive traffic plan in place before too many developments are built and congestion gets worse than it already is especially in the downtown/ Milton corridor.

I know it is expensive and complex, but it is more important than new developments for our future. We, as a city, need to decide how much growth we can sustain!

The Flagstaff economy will best thrive if we actively provide for sustainable travel options such as biking, walking and transit. There is not enough space to logistically provide for easy flow for snowplay/ski traffic, Grand Canyon pass-through traffic, etc. We should not re-engineer the entire community around this, but make it easier for local residents to "bypass" this through multi-modal travel.

I attended some of the presentation on March 2 by a gentleman from the League of American Bicyclists, who was evaluating Flagstaff's bicycle/pedestrian infrastructure. I sincerely hope our elected officials and city staff take his comments seriously. I hope as a community we can begin to consider ways to aid people in their movement around town rather than simply thinking about how to move cars. With NAU's continuing growth we are going to face even more transportation challenges. The more we make cycling and walking inviting, peaceful, and pleasant the more those options will be used. I also hope we consider the idea of reducing the width of car lanes instead of always thinking of widening the roads overall. Many cities have reduced their lanes, which not only allow for wider bike lanes, wider sidewalks, and the addition of attractive 'add-ons' to transit routes, but also reduces the speed of cars. I hope we can face our challenges with some fresh perspectives and with the idea of making Flagstaff even more appealing to all.

Thank you for doing this survey!

Proper transportation plans are an important aspect of smart and thoughtful growth... I do not wish to see Flagstaff become "Scottsdale in the pines".

Appendix C: Transportation project priorities survey comments

Transportation is an integral, complex and expensive part of our current and future landscape. We appreciate any comments you may have to help us better understand your needs and concerns.

I know you have a lot of work to do, but Milton Road needs to happen!

We would support 1, 2, 3 and 6, 7. Do nothing on 4th St. for some years. It's Milton, 66 and our 'old' town needing attention. Better deal w/impact of the grotesque Hub sooner.

For the benefit of all, PLEASE educate bicyclists that they DO NOT have the right of way over pedestrians on sidewalks AND that while on the road, the rules of the road apply to them as well!!!

I would love more FUTS trails and bike lanes, but we need to address the big congestion points and offer options beyond Milton for getting through town.

The more new roads you build, the more people will move here. Focus on making our current population comfortable and choose projects that limit growth.

This is a great transportation plan. I particularly favor the initiatives to add a railroad overpass at Lone Tree and extend JW Powell from the airport to 4th Street. I am skeptical of the feasibility of widening Milton, especially at the railroad bridge, but strongly favor any efforts that could do it. This plan does, however neglect to address traffic problems caused along the 180 corridor, which is the biggest traffic problem facing this city.

Please make cycling and walking a top priority in any transportation plan. Very sad how difficult it is to get around town today, even though the problem areas have been identified for decades. We are good at planning and need to improve execution.

I believe Milton should be the priority, widening and developing Lone Tree, I don't feel, will alleviate the traffic congestion on Milton, traffic is there because that is where all the businesses are located. I would not use Lone Tree to loop around to the south part of Milton.

If widening of Milton occurs there should be a heavy emphasis on visual aesthetics. This is the gateway to our city from the south and should therefore look great. Boulevard treatment, more street trees, public gathering areas, benches, lots of landscape and pedestrian friendly. A big "wow" factor.

I didn't like the options for question #5. I think the barriers to development should remain in place, that expansion and growth are hurting our town. Also, in choosing which option I liked best, I noticed that project #4 (4th street complete streets) was not included in any of them and I think that is a very important project. I would sooner see that happen than any widening of 4th street bridge (I think that bridge is just fine the way it is).

Limit NAU enrollment until they provide funds for traffic projects and parking. Get rid of the bus system, since it is not needed - Uber, taxis and bikes should replace the bus system.

I don't understand why BRT is part of Option 1. DECOUPLE Naipita's preferences from our actual city needs. We need less money spent on their 'special' routes, and more money spent on getting the roads to work for the majority. Buses do NOT take enough actual cars off the roads. They simply provide transit for those that do not have cars.

The wording of these survey questions is misleading (intentionally or not) and your results will be skewed because of this. Additionally, these questions are too complex for the average person to adequately provide their input. You should reconsider the questions so that more of the general public understands the issues and can provide useful input on our cities future transportation growth.

Lone Tree and 4th st should be improved before Milton. We need to see what impact they have before the expense of Milton so we know what we actually need to do.

Would really like bus service to Kachina mountainside with bike rack and central location pick up .

The need for a belt route is extreme. Also, there needs to be a moratorium on any and all development that produces more auto traffic. This, neutral or minus auto traffic addition, should be met prior to any project approval (such as the horrid HUB project, which will directly cause gridlock).

What will the impacts of widening Milton Blvd. be? Won't that induce demand further, creating just as much congestion?

Why is the city paying for all these bus improvement projects? We need a better network of streets to handle the higher volumes of CARS. Ski season, tourist season - when there are the most cars - those people don't ride buses. And we (the locals) can't get home. We need better alternatives to Humphreys and Milton - NOW! not better bus routes.

Need to stop special interests from running things

Project List and Options have no context. Why are certain projects bundled together? Is it because they need to work comprehensively for the overall network - for example, you only gain improvements to system if you do X, Y, Z projects? Bundles don't seem to be based on cost as cost varies for each option. So, how were these options bundled together? This should be explained to public. Because of lack of context, question #8 is misleading by asking public to choose an option. Also, dot map and option 3 items on question #8 don't match. Why is Milton RR pass not part of option 2 yet operating costs for BRT are on all 4 options? Why is Milton RR bridge important to Option 1,3,4 but not 2 after you have increased capacity/widened Milton? What happened to 4th Street complete street? It is costed but not shown on ANY option - highly disappointing if this corridor is not in long range plans for improvement. 4th street has the poorest bike/ped conditions - why not redo for a complete street?

Expanding road systems to relieve traffic also undermines efforts at increasing use of public transportation and biking/walking. If traffic gets worse, more people will look to these other options. So why "fix" this and create more pollution and accidents?

These are complex choices -- good job in presenting them succinctly and I look forward to learning more!

Transportation should be about moving people not cars.

As progress towards a better pedestrian infrastructure improves, support from non-rider/walkers will improve. This is apparent in cities and towns who have and do.

Don't widen Milton road

We need the 4th street bridge widened, 4th street connected to JW Powell. This will do more to alleviate traffic than any other solution. This is part of the city's master plan. It should be implemented ASAP. It will open up a new commercial corridor as well. This will allow Milton to be abandoned by locals and given over to the hordes of tourists and NAU. NAU needs to participate in funding roadways. The campus is exploding in population. With no contribution. To the community, only undue burden.

Why isn't Project #4 (4th Street) included in any of the options? Completing fourth street into a more pedestrian and bicycle-friendly corridor should be much simpler than many of the other projects listed and should have a relatively high priority. Until we can get our poop in a group on effectively managing our existing transportation network (i.e., Milton, a more complete FUTS system), I think it is unwise to invest in shiny new "solutions" like the Lone Tree Overpass and the JW Powell 4th Street extension. Those projects will change the course of commercial and residential development throughout or city, and the City has not yet proven that it fully understands those ramifications or is willing and able to meet the multitude of planning/zoning/development challenges that will follow such projects. The City first needs to demonstrate that it is able to meet the current planning/zoning/development desires of the community before embarking on unfettered future growth.

The entity that needs to be part of this deliberation is NAU. Both the University and the City need to acknowledge that almost every Mountain Campus student and staff member brings a vehicle to Flagstaff and uses that vehicle daily, even if it is not used to drive to the campus. Those are a lot of daily vehicle trips added to what the residents drive. Secure campus-adjacent long-term parking is desperately needed.

I think we should try to improve transportation for the greatest number of people. Although I'm an avid bicyclist, there are many more cars than cyclists so we should prioritize the roads. Milton Rd vs Lone Tree is a difficult priority making decision. Again I would aim to help the most number of cars.

Two things must be done immediately: widen Milton and develop a new route to snowbowl road.

I prefer most traffic is diverted away from downtown to preserve a more quiet and historic atmosphere as much as possible.

Extend the FUTS! Promote walking and bicycling to get cars off the road and improve health of the community!

An underground bike/led way west of the underpass near Grand Canyon street was suggested in the 90's. The city wanted to do it at the same time as a beaver st underpass (which was not funded) if this is the only hold up for p

These are very complex questions/options, and a quick survey like this probably can't do justice. In general, I don't think we can build our way out of this, and wider streets are just self-fulfilling prophecies. In general, we should be looking much harder at SAFE bicycling improvements, much better ways for walking, and more bus service.

Any new projects should include pedestrian/bike underpasses, especially the proposed JW Powell extension near the airport which will cut off access to the national forest.

with question 5: the City should help reduce barriers for housing but not by subsidizing sprawling developments that require extensive, large roads

I voted for “none of the above” because a very important transportation issue/corridor isn't really addressed by any of the presented options. This is the issue of by-passing downtown Flagstaff with a connector route from I-40 west of town to Highway 180. Obviously such a by-pass lies mostly outside the current City limits, crosses Forest Service land, and would need to involve ADOT. Although complex, expensive, and requiring foresight, building such a by-pass would help alleviate much of the Snow Bowl, Nordic Center, and Grand Canyon traffic that is currently funneled (and is only going to get worse as time passes) through Flagstaff along N. Fort Valley Rd, Humphreys St., the Milton RR underpass and S. Milton Rd. People (i.e., visitors/tourists) who want to come into town for lodging, shopping, food, and beverage, etc. will anyhow. However, those people just traveling from point A to point B won't be forced through town as they now are, and will reduce congestion on the west side of town (where a lot of the future subdivision traffic going to be [based on the most recently approved subdivision and those that have been proposed in the recent past]). Done correctly, a west side by-pass could also be built without streetlights (damaging our dark skies) and prohibiting access along much of its length (thereby discouraging development/sprawl along its length). If stuck having to choose from the presented projects, I think widening the Fourth Street bridges over I-40 (alleviating the bottleneck that exists there), and building a Lone Tree railroad overpass should be top priorities. Increasing/improving north-south corridors across the two major east-west obstacles (I-40 and the railroad) is a matter of public safety. I've seen a train stopped on the tracks blocking all north-south traffic through at-grade crossings downtown (S. San Francisco and S. Beaver) and bumper-to-bumper gridlock at the Milton railroad underpass. Had there been an emergency, ambulances traveling from FMC to points south of the tracks on the west half of town would have had to go all the way to Ponderosa Parkway to get across the railroad tracks (assuming that that intersection wasn't also blocked by a train). Because the City has chosen to not build any additional ground-level railroad crossings, the only option that remains (other than doing nothing) is to improve the existing overpasses/underpasses and build additional ones.

Appendix D: Have your say survey

Please share your thoughts about the PLAN.

Its great!

Where's the bypass?

Until a bypass and a "ring system" is built around downtown and the 180 corridor, most of the aspects of the program are incremental and will have minimal impact.

The infrastructure in Flagstaff is very important. With the expected influx of people within the next 20 years I think it is crucial to maintain and expand the current infrastructure we have to maintain the needs of the people who live here.

I support improvements to our city as long as they do not increase taxes. The city ought to be able to prioritize, rework, and eliminate, just as its citizens do. This community is already heavily burdened with taxes, and projects usually cost more than originally budgeted for.

Continues to support the balance of bikes, roads, transit, and trails/crosswalks

I think we really need to focus on roads and lighting first. There are so many potholes that get patched for a day or three and then return. Also in some neighborhoods every third street light is out. I tried getting a response once and it took a month to get things sorted out. Someone should be proactively checking the street lighting. Lastly the snow removal is horrible. Wheel chair bound people are not able to get around this town after a snow at all. the roads are plowed so haphazardly that i have frequently gotten stuck on an ice flow in the street, clipped the wall of ice that remains in the bike lane (always unusable due to cars being allowed to park there or plows creating giant ice walls). Having only one lane open on a two lane road one week after a storm is not acceptable. I totally support bike lanes and mass transit, but the basics need to be taken care of first. Traffic controls are also not working. Putting in a fiber line on Butler is ridiculous when Milton and Rt. 66 are where the biggest problems are.

I think the Commission did an admirable job identifying solutions aimed at solving our worst pain points with regard to traffic congestion. I'm happy to see that a Highway 180 bypass is under consideration: seasonally, at least, I think that is Flagstaff's worst traffic problem.

Start building.

I believe that there is an issue that is not addressed and that is the congestion caused by the double lane narrowing on Huntington right on the curve.

Need to address traffic concerns from Fort Valley Rd to Snowbowl Rd

The \$265 million dollars taxpayer contribute to the bus system should be used in stead for FUTS paths

I would like to see additional projects addressing the snow play traffic on 180; possibly an alternate route to access Snowbowl.

In general I support the plan as presented except for the Milton Road work if the cost of that project is so high it detracts from much needed projects in other sections of

Flagstaff. i think we can get a bigger bang for our buck if we service the needs of the many than spend to much on that single project.

all aspects of providing LOCALS better and sheltered BUS stops is a good thing.

I think as long as things are done in a timely fashion, done at the right times of year, the plan sounds good.

I like the ideas but am worried there maybe other roadways that will have more urgent capacity requirements with the new high density apartment complexes being built; specifically Woodlands Village, McConnell, and Forest Meadows, that are not being addressed in the plan.

My fear is we will get to caught up in bike/ped improvements on Milton and spend to much of available money leaving other just as important projects wanting.

Increases traffic in my neighborhood and I am opposed to that.

Not visionary enough, need rail connection to Grand Canyon and Phoenix, 2060?

Bike Lanes , enhanced pedestrian crossings, missing sidewalks, rapid transit, pedestrian/bicycle grade separations etc all are what's needed to give and make those areas safer and cut down on motorvehicle traffic however the balance of some of the more costlier road projects caters to BNSF Railroad. Of the \$200 plus Million at least \$109 Million is all about widening a road and putting in another railroad overpass. So we haven't really fixed part of the traffic problem just diverted it (Lonetree road) We widen another road (Milton) at the under pass, again for our traffic /BNSF connection and still have traffic issues! This all reverts to keeping traffic in Flagstaff at the mercy of BNSF. A few years from now there will be another overpass at Steves and then at Fanning. You know once upon a time it was suggested we move the railroad out of the center of Flagstaff south between interstate 40 or there about bypassing Flagstaff down town and not holding us hostage to the trains and associative problems, traffic, fatalities, etc. It seems that we spend more time only dealing inside the box instead of thinking outside the box. Was there a study done on the movement of the railroad outside of town and if so why was it not shown as one of the alternatives considered and what the cost would be to do that. At least you are showing all the options instead of, this is the only play we can come up with! Highway 180 is an issue that will be in this plan as to what alternatives are there to alleviate the heavy traffic to the Snowbowl and Grand Canyon. Of course a few years ago there was an alternative for that also, and that was to build a road west of Flagstaff possibly from A-1 Mtn. Road or at Bellmont through to Highway 180 but it never went anywhere for one reason or another. I fear part of the reason is that it would just take too many people out of Flagstaff who wouldn't be spending money here. I expect on highway 180 again there won't be any thinking outside the box, and somehow Flagstaff will pay a huge price to come up with another option that of course may not be in the best interest of the town!

Many good improvements here, but it is hard to see how this fits with parking structures, bike lanes, and what we currently know about traffic congestion.

Need to prioritize projects in exec summary for next 5 years, 10 years, 15 years. A lot of work has been put into the plan, but for anyone to understand it you need to break it down into timelines. Also mention that street repair is not included, but needs to have a bookmark. When is Lockett going to be repaired? How do Flagstaff street repairs fit into the plan? New projects and street repairs need to be interleaved.

There are good ideas in the plan, but what I've seen in the current situation is that there is little or no follow through.

I strongly support bike and pedestrian pathways. Also this plan lacks addressing any of the congestion issues on or supporting 180

I think widening main roads and adding new roads will help with the traffic congestion.

Lone tree overpass should be a priority to link the lone tree widening and JW Powell extension as alternative to Milton. Overall plan did not directly reference potential benefits of ADOT turn backs for Milton, W RT 66 and Humphreys to provide COF opportunity to link/leverage transportation and land use. Future Milton area studies should consider this to allow for the community vision to develop these corridors rather than state DOT.

The dollar amounts over 20 yrs I find unrelatable. We should find a better way to inform or measure progress in building our community most people can't relate to millions and billions. I want to know how the lively hood, community will be improved in relation to today's reference. I don't care how much money we are throwing at it; I want results that can be measured realistically and relatable. If you can guarantee me the best community in the county in 20yrs, then I'll give you my bank account.

I thought more consideration and examination should be given to the expected localized traffic increase from the large housing developments sited south of I-40. I see the need for the arterial from JWP_36 to Switzer Canyon sooner than later.

I really don't know what the heck the "plan" is! Why don't you have a more manageable document for the public to read. I work full time and having to read this long document doesn't help me to really understand what is it you are really looking to do! My office is putting a letter together which will be sent to the mayor and city manager to see about getting our questions answered about what EXACTLY you are looking to do with our money.

None of this represents the results of public surveys leading up to this plan. Specifically, bike/ped facilities consistently rated the highest priority in public surveys, but only a small percentage of money is allocated to these facilities.

I do not support the plans to widen a majority of our roads.

The 800lb Gorilla in the corner is clearly missing from the plan. A US180 bypass to I40. WTF?!

I was impressed with the multiple analysis approaches and with the comprehensive menu of options considered for this plan. My only meaningful criticisms are 1) the plan could pay more attention to providing higher levels of service to tourist or amenity destinations (MNA, Buffalo Park, Walnut Canyon) and 2) I fear that this plan, being based on the Regional Plan, is not taking a sufficiently grim view of the likely pressures for high population growth over the next decades.

Why wasn't the environment or equity used in the weighting? It seems biased toward road expansion which is only one tool that should be considered.

Too much of the plan will increase vehicle use and discourage bicycles and pedestrians with the wider roads (more time to cross on foot) and traffic speeds up with wider roads.

I strongly support increased public transit, biking and walking options. Building more and better roads encourages more cars and that is not what we need.

Really need J.W. Powell completed to 4th street.

We should't over exert ourselves with money we don't have, especially since we don't know if growth will continue as it has thus far.

I think it is necessary for our city to continue to grow and accomodate the growing population of this small town

I feel the plan encourages more vehicular traffic and isnt' a plan that fosters alternative, sustainable transportation options, like bike commuting and pedestrian traffic.

The PLAN seems to be mostly about widening main thoroughfares, even though there is near consensus among experts that adding lanes/widening roads does not alleviate congestion. Given this evidence, it seems unwise to invest hundreds of thousands of dollars in a strategy that has shown itself to be ineffective. What is clear is that as more people move to Flagstaff and as the population ages, we will need a much more efficient public transportation system. This is where I believe our main investment for the future should be.

I would like to see a larger increase in pedestrian and bike lanes to improve non vehicle transport

It is much more specific about road construction rather than driving alternatives. Building more roads and widening existing roads is well known to lot be a long term solution to reducing congestion and traffic

Please consider that self-driving vehicles are already being tested, and widespread adoption of these technologies will happen well within the time horizon of the plan. These technologies will drastically increase traffic efficiency and reduce the need for all roadways. Widening Milton would represent an expensive investment in obsolescence.

I would like to see more aggressive goals for increasing modeshare for walking biking and transit. I think the plan should more closely follow flagstaff citizens' stated desire to not widen roads, instead of prioritizing many road widening projects. I appreciate the consideration for complete streets and transit, but would like to see alternative modes given priority, instead of seeing them as add ons to road widening projects. I support adding new arterial like the jw Powell extension to provide an alternative from Milton.

Please share your thoughts about the PROGRAM. Are there projects listed you don't like? Projects missing?

wish we could do more

Concentrate on Milton/180.

My point. Here we are addressing widening the 4th street bridge...which is a relatively new project.

The area that needs attention and doesn't seem to be addressed in the 'Program' is Ft. Valley Rd congestion. There is only one way in and one way out for anyone past past MNA.

Its too expensive and I think we should focus on how to make roads last longer and builder safer trails for walkers and bikers

Ticketing and removing vehicles parked in bike lanes or trucks parked in streets for deliveries blocking traffic without any traffic controls to alert drivers until they get behind and blocked by trucks.

I am most interested (selfishly, I admit, as I live off of Lake Mary Road) in the extension of J.W. Powell to Pulliam Airport and I-17, and J.W. Powell/Lone Tree to Butler. I believe the latter of these, especially, will greatly reduce the traffic congestion through the Milton corridor, as people needing to get to middle- or east-Flagstaff from either Interstate or from Lake Mary Road will be able to utilize that much shorter and more efficient route. I also feeling very strongly that keeping public transportation at the forefront of our thinking about transit as a whole is critical. NAIPTA is a key component in making (and keeping) transportation workable in our city!

Consideration should be given to the historical legacy of the section(s) of Route 66 to widened. As a tourist attraction, mismanaging the (de)construction of Route 66 could hurt town revenue. Lastly, PLEASE PLEASE PLEASE synchronize the traffic lights in town, with special focus on Milton Rd, S Humphreys, Forest Ave/Cedar Ave, and Route 66 from Humphreys through Country Club Rd. SO MUCH of Flagstaff's traffic congestion issues could be easily remedied with traffic light synchronization. As a resident of Flagstaff, not a tourist, it is beyond frustrating to travel through town and across town. It is an issue that negatively impacts my consideration to remain in Flagstaff, especially as the new growth plans presented by the Mayor(s) are implemented. Thank you.

I think some street widening is useful, but I would prefer focus on alternative modes of readily available and convenient mass transit, cycling and walking.

I highly support the changes to Lone Tree and the extension of J.W. Powell

Bus Rapid Transit (BRT) and/or High Frequency Transit (HFT)- YES Milton Road widening (MIL_54): Phoenix to Riordan- NO Fourth Street Bridge at I-40 widening (FOU_22)- NO Fourth Street widening (FOU_23): Soliere to Butler- NO J.W. Powell - Airport (JWP_37): I-17 to Lake Mary Road- Nuetral High Country Trail Extension (HCT_27): To J.W. Powell - Airport- Nuetral Lone Tree Road widening (LTR_42, 43): Butler Ave. to J.W. Powell Blvd- Yes Butler Avenue-Widening (BUT_6): I-40 to Fourth Street- Yes Extensive sidewalk program- YES!! Grade Separated and other pedestrian crossings- YES Reserve Fund for partnering & contingencies- YES Safety, Travel Demand Management & Technology Programs- YES

Milton expansion should include the train underpass, Hwy 180 needs to be addressed for winter traffic.

We do not need to have a J.W. Powell connection from I-17 to Lake Mary. Lake Mary Road already connects I-17 to J.W. Powell and the project would ruin the national forest surrounding that community.

We do not need a JW Powell extension to the west to connect I-17 to Lake Mary since there is already an I-17 exit and relatively little traffic on the road. I am also opposed to the JW Powell expansion to the east because it would disrupt valuable recreational land and I think most people would still use Butler/66/I-40 to access the east part of town. I think many more people would bike to school/work if there was a safer/easier way to access campus from Lake Mary to McConnell Dr. Bike lanes with a physical barrier would be an excellent start.

We need more alternatives than going under the BNSF bridge at Milton

I would like to see a project to address snowplay traffic on 180.

Except for Milton which I think is going to be far too expensive and will take funds out of the other much needed projects, I support the program.

I just care about projects that assist and support LOCALS versus visitors and tourists

I advocate getting the biggest bang for our buck. We can't do everything so let's produce the most positive results possible with the money available.

I don't like the idea of I40 interchange at Lone Tree.

I'd like to see a lot of emphasis on getting people around without cars. A side effect of building wider and more streets is that cars expand to fill them - this is a maxim of urban transportation. Also, please get someone who actually rides to look at the beginnings and ends of bike trails, so that a cyclist can actually get on and off them safely. An example of how NOT to do it is the bike trail by CCC.

See previous on vision.

I hope with the widening of I-40, there is something in the budget to include sound barriers for the University Heights subdivision.

Cannot comment about the program as there is no information about the PROGRAM in the executive summary that I could find.

Missing is support for easing traffic on 180.

I don't see why the relatively new Fourth St. bridge needs to be widened. Why wasn't it built wider to start with?

I think the program is great. I like all the projects that are listed.

I agree with most of the 20-year program but missing (unless it is implied with bike/ped) is N 4th street improvements. There is lots of emphasis on south 4th street but the north 4th street corridor plan sits on shelf gathering dust. I want to see the COF focus on this east part of town with transportation dollars to get a share of the pie.

We are so far behind in this kind of growth anything is better. I see little to promote industry and job growth.

Currently, Lockett and Kaspar carry a large amount of commuting traffic where drivers are trying to avoid Rt-89/66 to get to 4th Stree, Coconino High, the hospital area and Hwy 180. Even if 66/89 is widened, this traffic will continue to be on Kaspar and Lockett. More housing in the Doney Park area will contribute even more traffic to this route. Either both roads need traffic calming devices, to discourage commute traffic, or plans must be made to change Lockett to a minor arterial - contemplating eminent domain actions..

It will take us all at least a week to get through this. Perhaps your public comment period should be for 6 months. At least that's what our office recommends!

More bike/ped projects!

As stated above, I do not support the projects that fund widening of our roads.

There are no projects that I am seriously opposed to. I would have liked to see more explicit discussion of longer distance linkages (Flagstaff to Winslow, or Flagstaff to Prescott etc.).

In general, see above. Specifically, I did not see mention of pedestrian/bike RR underpasses. I know these have been talked about for 35 years, isn't it time to make them happen?

Again, less emphasis on building and widening roads. More emphasis on alternative transportation and giving these projects a higher priority in the plan.

What we really need, given the new hotels and apartments downtown, is a way to circumvent Humphreys. I'm not sure widening roads will do that. I do like that there appear to be two new roads crossing the train tracks (perhaps you could label the map a bit better, though?)

These projects are needed to fill Flagstaff's transportation gaps from the 20th Century. I think forethought needs to continue to get us into the 21st Century by 2050.

Surprised by the number of widening projects

Decreasing congestion by widening roads, only encourages more driving=which provides a less safe envorinment for bikes/peds. I'd like to see more bike/ped infastructure built.

I think the proposed solutions to traffic problems is always widening streets. I have been a walker for the past 20 years on the East side of town. I also utilize the Mountain Line. I would like to take a look at better sidewalks, promote walking to school and work, provide more resources to clean snow from sidewalks along major streets, and expand the Mountain to outlying communities (Doney Park and Kachina Village)

I support investment in public transportation--not simply maintaining the system, but expanding it. I also support expansion of the urban trail system. For snow visitors and the congestion that comes with that, I believe a good public transit system, working in tandem with Snow Bowl, can provide relief to traffic congestion.

Don't support: Airport Lone Tree Road widening (LTR_42, 43): Butler Ave. to J.W. Powell Blvd Butler Avenue Widening (BUT_6): I-40 to Fourth Street Extensive sidewalk program Grade Separated and other pedestrian crossings

I don't like the idea of dividing the community by creating 6+ lanes of traffic on Milton. It would be better to improve public transit and put in a bike lane there

Too many of the projects focus on roads. More of them need to focus on reducing car use. Also, PLEASE DON'T WIDEN MILTON! It will put people out of business and further divide our town.

Adding a bridge across the railroad tracks at the corner of West Coconino and Walnut would obviate the need for many cyclists to ride their bikes on Milton, improving the safety and general experience of all commuters.

I do not like the Milton widening project and do not believe this has been discussed enough with the public to be included in this plan. We want to make Milton a better place to walk and bike, a wider Milton will only make it worse. It will also encourage more auto oriented development. I do like high frequency transit, but believe Route 66 should be considered to spur development there. I would like to see more specific bike and pedestrian projects and more money devoted to increasing our mode share for alternative modes. I am glad a 180 bypass is not proposed, since this is a seasonal problem and building more roads will not solve the congestion. I do not support other road widening projects.

wish we could do more

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